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# Contents

## Regulars

- 012 News**  
*Deviously difficult comps and an endless supply of news, gossip and off-road opinion...*
- 025 Pro Probe**  
*Part-time hand model Tom Church pops in for a probin' – and likes it*
- 027 Mano o Mano**  
*Ben Townley and Mad Max Anstie put it all on the line for a bottle of wine*
- 029 Blarney**  
*The Maxxis champs visit Stevie's backyard*
- 031 Jonty's Box**  
*Jonty goes bananas over Team Husqvarna*
- 032 Stuff**  
*A reet load of smart stuff for you dirt bikin' boys and girls including a foldaway box to stick yer skidder in*
- 064 Perrett Project**  
*Jeffro hunts down CLS Kawasaki team-mates Max Anstie and Tommy Searle*
- 080 Burnicle's Beat**  
*The year is 1991 and Jeremy Whatley's kicking ass on a KX500 – how queer!*
- 092 Walker's World**  
*Suspension sensations Mojo deliver a brand-new part to Godfrey HQ where Captain Wakker has no option but to whip out his tool and get it on*
- 094 DBR Stateside**  
*If there's one man who hates to lose it's Pro Circuit head honcho Mitch Payton – Steve Cox catches up with the tuning legend then delivers a deadly dose of dirt bike race action direct from the land of the free...*
- 129 Rage**  
*A full-throttle youth race round-up, the Warley Wasps get Club Sandwiched and we go behind the scenes with Louie Kessell and FWSX champ Dylan Woodcock*
- 136 Mac211**  
*Billy heads to Coonabarabran for some Aussie Nats race action*

## Features

- 038 Diff'rent Folks!**  
*From Flat Track to FMX – Sully goes on a lengthy voyage of self discovery and likes what he finds...*
- 044 Roy's Boys!**  
*They're young, dumb and full of fun but have Roy Emberson's speedy band of brothers got what it takes to be number one?*
- 054 Electric Dreams!**  
*We unwrap a powerful battery-operated weapon, ride it hard and come away smiling*
- 058 Custom Fit!**  
*The 2012 KX450F might just be the most adaptable race bike ever released to the general public but is it any good?*
- 072 Dune Buster!**  
*Marc Coma's Dakar winning bike put through its paces in the deserts of Dubai*
- 084 The Exterminator!**  
*Killing bugs and busting berms – a look at the life of the UK's leading privateer racer...*

## Reports

- 108 MXGP**  
*It's not all quiet on the western front as the MXGP series blitzkriegs its way through France, Portugal and Spain...*
- 116 EWC**  
*Is there a Greek tragedy awaiting the EWC elite? Read on and find who's hot and who's not in Kalampaka Meteora...*
- 120 Brit MX**  
*Ando and Arnaud win big on the Emerald Isle as the Maxxis crosses the Irish Sea for round five at pesky Porter's Pit!*
- 122 Red Bull Pro Nats**  
*Ando's win streak's stopped but EBB banks another maximum as the RBPNs wing their way to wonderful Whilby – wooahoo!*





**Cover:** *Swapping Sellafield for Surfers Paradise, plucky privateer Jamie Law's on a mission to make it big Down Under*  
© Suttly

**Contents:** *Gallie avenger Gautier Paulin gets on the gas at Agueda in glorious Grand Prix action*  
© Ray Archer



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## COMMENT

This month the DBR office has taken on the look of A&E although for once – and who'd have guessed it – it's not Suttly who's pounded himself into the dirt in the name of motorcycle recreation. Nope, this time it's The Bear who is on the injured list, gritting his teeth and soaking up the pain of a suspected broken big toe. Luckily for The Bear, after he gave the magazine machine RM-Z450 a big handful of Larry Loop Out, he was – so he says – momentarily knocked out, thereby sparing himself the trauma of actually being conscious when the suspected breakage occurred.

Despite the temptation I shouldn't really laugh having been on the receiving end of a very similar injury at a round of the KWS series on the Isle of Man in 2003. Now I didn't have the good fortune to be momentarily knocked out, although the eight pints of Stella I'd consumed on the ferry crossing did numb the pain when I clipped my foot on a hidden rock. The fact that the eight pints of Stella probably caused me to clip my foot on a hidden rock is neither here nor there (I should maybe point out that at no time on the Isle of Man was I operating – or intending to operate – any machinery).

That was a great weekend away with me, Suttly, Jeff Perrett and Thumps from MXBits all cutting loose for the weekend. We'd neglected to book a hotel for the Saturday night and for some reason it was decided that I – by this point a slaving, slurring, limping lunatic – should approach various establishments along the prom to enquire about possible vacancies. Let's just say I knew how Mary and Joseph must have felt by the time we had a change of plan and the very sober Suttly found us lodgings in a bright pink guesthouse that strictly speaking hadn't quite opened for the season. The next day with racing over Suttly took us all for a lap of the TT course and got his collar felt for cutting up an old dear at some traffic lights in Douglas. The b\*stard!

I'd love to say that eight years down the line I was older, wiser and more sober and – by and large – I guess I am. Obviously I'm older and I must know more stuff so surely I'm wiser. However, the reason I wasn't there in person to witness The Bear's moment of glory was because I'm also on the injured list following a disagreement with gravity after an afternoon in the company of Monsieur Artois and his mate Jack Daniels left me with a dislocated collarbone!

Of course, that sort of injury is an occupational hazard for a hooning journalist who enjoys a good knees-up every now and again – just as it is for anyone who races dirt bikes for a living. And indeed I was soon discussing the ins and outs of an AC dislocation with Tom Church and, a few weeks later, shoulder injuries in general with Stephen Sword. The difference is I can still type with a duff shoulder – both TC and Swordy are sat on the sidelines counting valuable championship points as they slip away. Another difference is that while The Bear and I like to bring a sense of occasion to such injuries, pro racers just shrug them off like real men.

Take Swordy for instance. Having popped his shoulder out at Desertmartin and then failing to get a first aider to pop it back in he tried to do it himself. And when that didn't work he enlisted the help of Dickie Dye who, after much twisting and yanking, managed to return the shoulder to its rightful place. Once back to England in the early hours of the following morning Swordy then casually drove himself to A&E to get it properly checked out.

And that takes the sort of cojones essential to be a pro motocross racer...

Sean

© Ray Archer

Tommy's got every reason to smile after extending his CLS contract until 2013

## NEWSH PAW UND!

DEPUTY DAWG'S DIRTY DELIVERY OF OFF-ROAD NEWS...

Great news for the Motocross World Championship first and in particular the CLS Kawasaki team who have contracted the services of Christophe Pourcel for – at least – the remainder of 2011 and Tommy Searle until the end of the 2013 MXGP series. This of course means that Tommy Gun will go for gold in MX2 next year alongside Max Anstie and make his MX1 debut on the green team's machinery the year after.

"I'm really happy to have signed another year with the CLS Monster Energy Pro Circuit Kawasaki team," says Tommy. "I believe in the team and I really appreciate everything they have done for me. I am already looking forward to an even more successful season next year. The bike is great and the team never stop improving it – this has impressed me a lot and I'm now excited to get the second half of this year under way."

The addition of Pourcel to the already packed-out MX1 division is an exciting prospect for sure and there's every chance that the 2006 MX2 world champion could really mix things up in a series that's currently tighter than a gnat's chuff with just one point separating the leading two protagonists. Whether Pourcel's appearance works in the favour of Desalle or Cairoli remains to be seen but with the British GP on the horizon the fresh blood is

certainly gonna make the Matterley Basin bonanza even spicier – especially when you throw old MX2 sparring partner Billy Mac into

the mix as well.

MacKenzie's all set to rock the #211 at the Winchester classic on the weekend of August 20/21 as he makes a guest appearance for Steve James' LPE Kawasaki squad. The Scottish wonder who's currently Down Under will also ride at the Maxxis championship round at Duns one week prior which should also inject a wee dram of drama into proceedings – not that the Maxxis series needs it this year. Of course, before Duns is the Foxhill round of the series on July 24 which is one not to be missed n'all.

Other notable dates for your dirt bike diary are the Red Bull Pro Nationals round at Canada Heights on July 30/31 and the British round of the World Trials Championship that goes off at Fort William on the same weekend. Dougie Lampkin MBE will be looking for his 100th world round win and while it's gonna take a minor miracle for Dougie to overcome the awesome talents of Toni Bou absolutely anything is possible and it'd definitely be nice to actually witness this Woodstock moment if it were to happen.

The Weston-super-Mare beach race/enduro saga took a turn further towards Weirdsville recently when the organiser of the Weston Beach Race at Swansea was also given the tender to run the Weston Beach Race at Weston-super-Mare on the very same weekend by the North Somerset Council. To make things even more confusing RHL Leisure supremo Gareth Hockey is apparently on a jolly





Can Dougie make the magic 100?



Swordy crashes out of contention for the Maxxis MX1 title



The Monster Energy spoiler helps Blake keep his back wheel gripping under acceleration



Nev took fingernail biting too far...

holiday and can't be reached by phone, email or carrier sheep so nobody really knows what's going to happen – will there be two Weston Beach Races on the same weekend, will one change dates, will Swansea lose out to Weston or will Weston lose out to Swansea? Heck, maybe off-road sport in general will just lose out to all this madness. Keep an eye on [www.dirtbikerider.com](http://www.dirtbikerider.com) for updates as we get them because we're struggling to get anything out of the tight-lipped RHL Leisure crew...

Also, while you're on the world wide web take a gander – that's a look and not a male goose – at Apico's all-new website [www.apico.co.uk](http://www.apico.co.uk) which is a real modern masterpiece of motocross product marketing. The site is a great way to see what products are available for your dirt scooter so you can then order them from your local dealer.

The Buildbase CCM team have had an interesting time of late as they've released Tom Church from his contract, lost a number of race bikes to masked bandits in a daring raid at their race team workshops and have also seen Stephen Sword sidelined with injury all in the space of about three weeks. While Swordy – who sensationally used the word crap in his column this month and said bad things about Mel Pocock – is expected to be back on it for the Maxxis round at Foxhill later this month the race machinery's still AWOL and a reward is up for grabs for anyone able to supply information leading to the recovery of it. So if you

know owt about their whereabouts call the Clews clan on 01204 544930.

After being let loose from the CCM team there were a million and one rumours flying around speculating what TC would do next – interior designer, pig farmer, GNCC racer, speedway star, male model and my favourite, bus conductor. But as it transpires the man lovingly known around these parts as Muncher will be filling in for Graeme Irwin at KTM UK for the remainder of the season and if it weren't for a pesky practice accident – where he turned an ankle without any assistance from the SS I'd best add – he'd have made his debut on the 350 at Desertmartin and won as well, or at least that's what TC tells me... He didn't really, I'm lying.

On the subject of D-Town, super-privateer Nev Bradshaw came together with Zach Osborne in MX2's second moto and mashed his ring finger up in the Bike It Cosworth Wild Wolf Yamaha's back wheel. Tougher than your average bear, Nev got up and raced on to finish 17th in that moto and sixth in the last 'un. Hardcore or what?

And speaking of hardcore what about January '07 Rage cover star Blake Baggett's ride at the Highpoint National? The tiny Californian Monster Energy Pro Circuit Kawasaki runner crashes hard enough to restyle his helmet and still goes 1-1 to take the overall win. While Blake's riding is an inspiration to many he can definitely keep his style tips to himself – that peak get up is the craziest

thing I've seen since Kornel Nemeth ran a similar style back in his freestyle days.

Fans of the dark art known as FMX will no doubt be gutted that the Extreme Freestylers tour stop in Cardiff got canned just a few weeks before it was meant to go off. The good news is that it will be rescheduled for later in the year although no-one's too sure of the date or format – keep an eye on [www.extremefreestylers.com](http://www.extremefreestylers.com) for info.

The 2012 KTMs that El Perretto tested in our July issue will be hitting showrooms floors about now and if you'd like to try 'em before you buy 'em there'll be a test day for the new SX and SX-Fs at FatCat Motoparc on July 30. The FatCat facility has also just become the UK's only official KTM Race Camp and will be offering training with Carl Nunn as well as bike and kit hire in the very near future. For more info call Martin on 07990 514509.

Finally, Justin Morris and Lee Morgan cordially invite you to a day of off-road fun and frolics all in the name of charity at Apex Motocross in Worcester on August 16 with all proceeds going to the spinal injuries charity Wings for Life. A £50 donation will guarantee you a place on the day that runs from noon until eight. As well as riding sessions there'll be BMX and FMX demos, a bar and DJ, a barbecue plus a whole heap of other sideshows and stuff. For more info on this charitable event log on to [www.lapofhope.com](http://www.lapofhope.com) or call Lee on 08762 221803.





# RACE CAMPS

## ENDURO MOTOCROSS

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# WIN! WIN! WIN!

## A KTM RIDE DAY AT FATCAT MOTOPARC FILMED BY TOOFAST FILMS...

**B**ig things have been happening at FatCat Motoparc since the all-new site officially opened earlier this year and even bigger things are on the horizon as the UK's #1 practice facility is all set to become the home of the UK's only official KTM Race Camp.

And big things are also happening with our movie-making mates at TooFast Films whose YouTube channel – check it out at 999Lazer – has smashed through the 2.3 million views mark. That's more views than there are calories in The Bear's breakfast of competition prizes and unlucky campers.

So with big things happening at FatCat and with TooFast what can we do other than pull them both together for one big, fat combined competition?

If you don't already know, KTM Race Camps offer absolutely anyone and everyone – no matter what they do or do not ride – the opportunity to pick up the knowledge necessary to put them on the path to becoming a motocross pro. And that's not just regular riders either – even if you don't own a bike or kit you can pay to play on a race-ready-ripper from the 2012 KTM line-up at FatCat Motoparc courtesy of the KTM Race Camp who'll provide the track, the bike, the kit and the fuel. Basically everything you need for a bloody brilliant dirty day out! Cool huh?

To celebrate the launch of this exciting new venture we've teamed up with Martin and Jacko from M+M Events to offer one lucky DBR reader/DirtZone member the opportunity to get a free day in the dirt with the KTM Race Camp crew. So that basically means you can bring your own bike and kit for a full day of motocross madness or come along in your car, use the camp's brand-new KTMs (65SX, 85SXBW, 125SX, 250SX-F or 350SX-F) and clothing then go home afterwards

leaving somebody else to clean up the mess.

And if that ain't enough prize to wet your whistle we'll get the magical muckers at TooFast Films to video the entire day in high definition and then edit an awesome movie that you can keep forever. We'll also show the whole world online with the winner's day in the dirt – as documented by TooFast Films – appearing as the featured movie on [www.dirtbikerider.com](http://www.dirtbikerider.com).

To be in with a chance of winning this amazing prize package that money literally cannot buy we want you to answer this ridiculously easy question. Which junction of the M18 is FatCat Motoparc situated approximately 30 seconds from right there in sunny South Yorkshire?

- Is it:**
- A:** Junction 4
  - B:** Conjunctivitis
  - C:** Pink eye
  - D:** Spaghetti junction
  - E:** Spaghetti western
  - F:** None of the above

When you've figured out the answer head online and log onto [www.dirtbikerider.com](http://www.dirtbikerider.com) or use your smartphone to scan the **QR code** that'll magically transport you directly to our home page. Once you're there click on the competitions link, fill in the fields and hit transmit.

The competition closes on **August 11** with the first correct answer drawn at random after this date winning the prize (provided The Bear hasn't guzzled the TooFast Films crew, FatCat Motoparc and every 2012 KTM motocross bike on this planet). Under 18s will need to be accompanied by a parent or guardian on the day. Sorted.



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# BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE  
DIRT BIKE RIDER ARCHIVES



## February 1990:

Ricky Johnson and a very youthful Warren Edwards shared the cover over 21 years ago – very appropriate as the pair shared the limelight at the NEC Supercross where Wazza gave RJ a run for his money. We also tested the 1990 range of Kawasakis and ran exclusive first pics of world 500cc champion Dave Thorpe's new KX after he left the mighty HRC...



## December 2005:

Mmmmm, Cassie – remember her? Well the pint-sized sexpot was the pin-up star of our poster back in December 2005 as Tony Marshall graced the cover testing a '06 RM125. And Tiny, sorry, Tony was kept flat-out busy that month as he also tested Josh Coppins' CAS Honda while Jonty Edmunds took Stefan Everts' and Tony Cairoli's world title-winning Yamahas for a spin...

To trawl through more back issues of DBR simply scan your smartphone over the **QR code** opposite or hook your PC up to [www.dirtbikerider.com](http://www.dirtbikerider.com) and click on the Digital Vault button – new issues are constantly being added so keep checking back...



# THE REVEREND

## BACK ON IT!

WITH HIS INJURY BEHIND HIM JAKE'S WINNING BRITISH CHAMPIONSHIP RACES AND KNOCKING ON THE DOOR OF THE TOP 10 AT GPs...

Words by Jake Nicholls Photo by Suttly

**H**i everyone, I hope you're all well. Man it's been a hectic month this time out compared to when I last wrote. Before it was quite plain and simple – I was just riding, training and resting like we do in pre-season really so I guess I had two.

But this month has been a whole different ball game. When you practice and train mid-week then add in some travelling then a two-day race event – aka GP – and do it for three consecutive weeks it takes the word tired to another level. But it's been brilliant and I've missed that Monday/Tuesday feeling of being totally knackered. It makes me feel proud in a weird sort of way because I know I've thrown every single ounce of energy and strength I had at that race and now I'm recovering from it.

My first GP back in France went pretty well, I rode cautiously in my qualifying race but on Sunday I got stuck in and came away with 11th in race one and 13th in race two for 11th overall. It was a good solid start to the GPs and I showed good fitness. That week I didn't feel right until Thursday pretty much. I rode a bit Wednesday afternoon and Thursday then flew with BT and Blu to Portugal.

Agueda is always a tough track but I always enjoy it there. Qualifying went really well, I was just a bit too nice to the front guys after a really good start but still ended ninth. Sunday I got average starts and struggled mid-race with a lack of intensity compared to the top 10 guys so I ended with another 13-11 scorecard. Unfortunately, that was the day that BT jacked it in for the year. I feel sorry for him. I think a lot of people are frowning on him a bit but they need to give him a break – he's had such a bad run since 2007 with injuries and I think a lot of people have underestimated the recent injuries he's had because he's a quiet guy when it comes to that stuff.

But all the rough he's been through would have a lasting effect on any human being, especially when you hang it out on track as much as professional MX riders do. He and his family left Portugal and went to see some friends in another country for a week or so so it was just Blu and I at the house. I practised sprint laps intensively and Blu helped heaps with timing etc as my mechanic has been on the road for four weeks.

The work I put in that week showed in Spain as I stepped it up in the timed sessions and the qualifying race I was sixth until two laps to go which helped me so much with my confidence as I was comfortable at that speed too and obviously my confidence has been really

low since rebreaking my leg so that definitely helped.

Sunday wasn't so good as I got terrible starts and crashed in race one while in 10th trying to pass. The track was pathetic and they made it even worse for Sunday with watering and crap digger work making the track one-lined. Second race I came from near last on the first lap to 15th by lap two and then pushed hard into 11th but there was too big of a gap to go any further. I left Spain very frustrated and angry about the weekend with top eight speed but average results.

I was pretty tired early that week after three GPs and my ankle was a little sore. Wednesday I was going to ride Lommel but it was a rain off so Blu and I pinned it home ahead of Desertmartin. It was cool to get home and see mum and dad as well as my little pup Jeff!

Thursday I got out on the track as we had some rain. Lewis Tombs came over and spun some laps with me which was cool. Same again the next day but with sideburn Syd Bales and my mate Tom. I practised about a million starts too as they had cost me a lot the previous week.

It was a really early flight to Belfast on Saturday where it was pretty miserable weather wise and I spent most of the day laying about in the race truck watching films. It was good to see Graeme Irwin my team-mate who suffered a broken neck in France. He's a hardy sort though and was in normal 'onion' form.

Sunday started off pretty good. I messed up my Super Pole a little but ended fourth which was fine. I got a good start in race one and got into the lead where I stayed for the whole race – I had a little pressure from EBB at one point but pulled away in the end. I was pumped to win my first British race back and especially as it was the home race for Roger and the HM Plant Red Bull KTM UK team.

Second race I chased Tonus the whole race and he only gapped me a little with three laps to go. Last race I led for two-thirds which was cool but Tonus eventually pipped me as I started to ride tight near the end and Zach got by too but didn't beat me by much at all. I was real happy to be on their pace as they're both on form and have been for a while now. I've been working hard this week ahead of the upcoming GPs and making the most of riding my track as we will be back to Belgium next week.

Sorry if this column was a bit basic – I'm pretty basic at the minute!

**Go hard #45**









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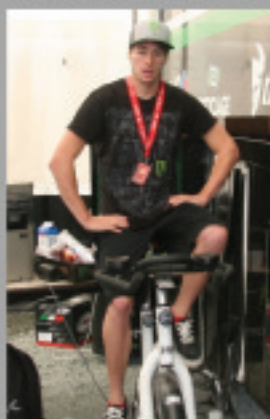
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## BLOOD SWEAT AND GEARS

Welcome, race fans, to Blood, Sweat and Gears! You may recall that last month I was jetting off to Spain for a bit of trail riding on the Torotrail. Although I couldn't wait for a bit of sun and sangria, I'll be honest – I wasn't convinced we were going to be able to make Toro riding look exciting on TV.

It turned out I couldn't have been more wrong – it was some of the most exciting and enjoyable riding I've ever done. The first shock was that there was hardly any dirt. Most of the trails were either covered in – or made entirely from – rock. But once you become used to the harshness of the terrain, the trails are truly breathtaking – and the sheer quantity of land available to ride on was nothing short of staggering. It was literally a case of going out of the gates and being able to ride anywhere you pleased – and I do mean anywhere.

In fact, in the hills above Marbella – one of the most expensive areas of Spain – the local council actually maintained the trails. Imagine asking your local council to fund a practice track, let alone build trails in the hills for you to get a ride in. Two of the local council-owned motocross tracks that we visited were even free to ride on – unheard of in the UK!

The Spanish biking community isn't ostracised and hidden away in the middle of nowhere. One track we rode on was on a hill directly opposite an expensive new housing complex. Yet over here if someone who lives five miles from a track doesn't like the fact that people are having a good family day out enjoying something they love they get us shut down.

The differences were endless. We came out of the trail onto a fireroad at a pretty fair pace, only to see two police cars parked up by the side of the road with el rozozers leaning on the cars. My natural thought was 'now we're for it!' but no – a cheery wave and a cry of 'hola!' was all we got as we roared by. Even the ramblers were all friendly waves and big smiles! Certainly a pleasant contrast to their UK counterparts – usually bearded killjoys that believe the countryside is theirs alone.

In fact, the whole Spanish culture seemed to accept off-road riding as a legitimate pastime. It took me back to when I was a youngster. Scrambles – as they were called back then – seemed to be advertised on every telegraph pole and shop window. Nowadays, local clubs seem frightened to announce or promote an event in their area.

Maybe our governing bodies need to look at ways of involving the local communities more? There is already one event in the UK where this is a reality – the Red Marley Hill Climb, an event which attracts thousands of non-motorcycle fans each year. They advertise all around the local area in shops and on lampposts, just like the good old days. They involve local community every step of the way and this might just be the secret of their success – and longevity.

It might be a long shot but surely it has to be worth it? If the local communities have a better understanding of what we do and who we are, maybe they won't be so keen to shut us down?

Until next month, ride safe...

**Paul Minihane**

**BLOOD SWEAT AND GEARS** will be back on the Extreme Sports Channel (Sky 419/Virgin 527) soon. Check listings for details.



## CROCKSTAR

### HIGH FLIER!

EVEN IN THE COCKPIT OF A VINTAGE AEROPLANE, GORDY JUST CAN'T STAY AWAY FROM HIS LOVE OF MOTORBIKES...

Words by Gordon Crockard Photo by Suttly

Last month rolled in and out with some drama attached to keep me on my toes but a few bruises, cuts and scrapes from crashing my bike soon healed and were forgotten quickly.

I have raced at Whitby, Downpatrick and Desertmartin. I've also been practising a lot and I've been coaching one to one with a few guys. I went to watch some friends race at an evening charity motocross in Ballynahinch. Very close to where I live there was a two-day classic scramble and I popped to that on the Friday night to check out the racing.

I didn't make it to the TT to watch but followed it via twitter, Manx Radio and TV. My sister had a birthday so we had a family night out to celebrate. On another night out in Belfast, myself and friends fell into the company of the comedian John Bishop in the member's bar of the Merchant Hotel. I do genuinely believe we gave him nothing but respect and didn't try to crack not even one single joke. He was dead on actually and took the harmless banter well. But I will never sit on the front row of any of his shows as I would be a sitting duck for payback.

A friend of mine invited me to come to do a spot of flying with him in his plane. Ards airport is two minutes from my house and we flew out of there. It's a 1955 US Army reconnaissance plane that was used in the Vietnam War in 1972. He bought it on eBay and restored it himself to exact original condition. It has a nine-litre, single prop engine. He taught me the basics of how to fly it and off I went flying.

Looking back on what I did I realised what I'm all about. Once I was flying I went straight to my practice track and then to the ground where the classic scramble was, then to the lead mines where I ride my trials bike. Basically, I went to look at MX tracks from the air. Do you reckon I have unconditional love for motorbikes? I don't think you need a judge or jury to work that mystery out.

I had team Probert arrive in the Black Pearl and stay with me for a few days during the weekend of the British championship at

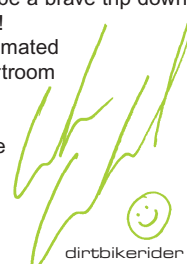
Desertmartin. Those sorts of visits never seem long enough but it was good to catch up and I now know the dangers of a William Hill roulette addiction.

At Desertmartin I had a situation in the last race where I got a load of dirt go down my throat and get stuck in a way that I began uncontrollable coughing to the point where I vomited. I pulled out of the race at that point. I didn't like that. Foxhill is my next race and from there I will embrace the opportunities presented. I've turned down a cycling holiday in France with friends to continue to focus on my goals. I do want repaying for my investments of dedication that I have given so far and I look forward to the day when they arrive.

I was contacted and asked if I could be interviewed on Biker FM last week. I had to really remember to behave myself and think of the audience that may be listening. I can easily talk until the cows come home so I wasn't concerned about the volume of conversation, however I did have to be cautious of the content and topics that potentially may have been reached. I think it went well and I won't be sued for slander or false accusation.

Seeing as DBR are the fun police when it comes to me publicly slagging the life out of certain individuals who have emptied their bowel contents on to me from a great height, I guess I have to make an extra special effort to contain my venting when talking on air or even online on the network sites. I have also been encouraged to write a book by many people who are close to me that have heard some of my stories. I don't know if there is a market for such reading or any legal risks involved. It would be a brave trip down memory lane, that I do know!

Perhaps I could do an animated film and keep out of the courtroom that way seeing as it would appear to be fictional figures and therefore less likely to be associated with any truth. That's how Southpark gets away with it, right?





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# SWORDY

## OUT OF LUCK!

THE TEAM WORKSHOP GETS CLEANED OUT AND THEN SWORDY DISLOCATES HIS SHOULDER – IT'S BEEN A BAD MONTH FOR CCM...

Words by **Stephen Sword** Photo by **Sutty**

It's not been the best of months on the racing front or for the team in general really. Round three of the Red Bull Pro Nationals was held at Whitby. I don't want to bore you with all the crap – I ended up with a third and a fourth.

I then decided to race the British Masters at Foxhill. Most of you have probably heard but in between that and the Red Bull at Whitby our workshop got broken into. Lots of stuff was taken, lucky for me two of my bikes were loaded up in the practice van ready to go to FatCat the following morning.

I popped up to Foxhill on the Saturday with Ayrton for a look and done a little piece for the local radio station. The day was not too bad – I had a good race with Brad and Kristian in the first one and managed to slip past Kristian on the last lap for the win. Race two I never got away near the front and couldn't close the gap, then I crashed on the last lap while in third and lost a position. It was a good day and Jodie and Ayrton came to watch which was cool. Ayrton was putting the pressure on me to win as it was father's day. We jumped in the van at the end of the day and headed off for some tea down the pub – it's nice to be close to home after racing on a Sunday.

The week leading up to Desertmartin DT, Doctor Dye, Borat and me headed up to FatCat for a couple of days testing and riding. The track was awesome preparation for Desertmartin – rough and sandy. I felt as though we made some progress with the suspension which made me feel very confident and looking forward to the race.

I met up with the guys at Bristol Airport on Saturday morning to head on over to Belfast. We had a good walk around the track before heading back to the hotel where I had a kip before we all sat down for a team dinner. The track was in prime condition and I was really looking forward to getting on it. Practice and Super Pole went okay and I was feeling confident even though I did have a hard crash. I just lost the front going into a fast left-hander

and she spat me into the ground hard. No major problem – just rung my bell.

Race one was going okay and feeling relaxed I was pushing Brad with about seven minutes to go when I hit a bump wrong going into a corner. It kicked me over the front in slow motion but as I went over I held onto the bars and this caused my right shoulder to dislocate. I knew instantly so walked to the first aid but no-one would have a go at putting the shoulder back in. I tried myself but no luck and then Dickie came in to have a look. We tried a few ways and with a little gas and air she popped back in. Instant relief! But then it sunk in that the British title was gone for this year and I'm pretty gutted to be honest.

My flight that night was delayed so I never got home until around 12.30am. I went straight up to A&E in Swindon that night for an x-ray on my shoulder and my ankle which was swollen up. As always it was busy in there but I eventually got the x-rays done and saw the doctor. It was good news – no broken bones. I got in my van, drove home and finally got to bed at 3.45am. What a long day that was!

My plan for the upcoming weeks is to get the shoulder 100 per cent again. I already have pretty good movement just after a few days. We will see what progress I make over the next few weeks as to when I will make my return. You have to be careful with these types of injuries as they are prone to happening again if the shoulder is not strong and stable.

It will definitely give me some time to get the new baby's room and Ayrton's new room painted and decorated. No rest for the wicked! Painting could be good rehab anyway. In addition, I have a playhouse to build for Ayrton in the back garden – the list is endless. Well I hope I haven't bored you too much. Mel Pocock keeps giving me stick saying that my columns are crap. Well where's your column Ginger Spuds?

**Braaaaap #2**





# MAX POWER

## TIME FLIES...

...WHEN YOU'RE FEELING GLUM – GOOD JOB MAX KNOWS HOW TO TURN HIS FROWN UPSIDE DOWN!

Words by Max Anstie Photo by Nuno Laranjeira

**A**nother month has gone by in which we had three GPs, moved to Holland, had a fun time riding with my buddies at the training school and saw my factory bike get dragged down the motorway in France!

So we rolled up in gloomy France. After a not so good week it just seemed like I spent all my time on the road and didn't really accomplish much as far as training and riding but Friday was here once again. Monster put together a pit bike race for all the media that I commentedated for and also taught Marionna (chief media girl) and Georgia Lindsay to rip it up on KLX pit bikes.

It was pretty funny watching Paul Malin crash his brains out and I got to commentate about how he didn't like left-hand turns. Anyway, that was about as much fun I had all weekend as I spent the remainder of my time either upside down or coming through the pack and getting roasted by massive French rocks.

After the not so good weekend I spent some time in England with my family and came out swinging in Portugal. I put in a solid ride but again just missed out on the all-important podium. The next one on the calendar was Spain and I was more determined than ever to get on the box. I was running a great race in fourth putting in some awesome times and actually feeling good on the bike before I was in the crowd on my head with a bent up machine on top of me. That ended that weekend.

So again when everything starts looking up it all goes Pete Tong and we're back at the drawing board where we started. It seems like with this game at this stage the guys from third to 10th can switch totally from one week to the next. The KTMs just holeshot every race and the battle happens behind them.

Everyone is much of the same speed it's just one guy feels good one weekend and everything clicks then the next can be totally different. If you have a good week and a good prep before the race you feel good and go in feeling relaxed.

Moving on to my next subject we have just invested in an apartment in the lovely city of Berlicum near Eindhoven in Holland. We went into our local bakery and got talking to the waiter. I said we are going to be here for three months and he turns around and says 'why

would you want to be here, did your plane crash?' ha ha. This base has made my training and riding so much easier because the team are based five minutes away and an abundance of tracks within 30 minutes allows me to focus on my training and getting on that bloody podium in Sweden! I'm really looking forward to knuckling down this week and heading into Sweden with an open mind ready for battle.

Changing up the tone, we were on our jolly way back to the big UK in the Passat with the factory bike rack and my baby strapped to the car. We have created this new super-economic way of travel to cut fuel use and get cheap tickets on the train and we were just getting to the Eurotunnel with the car ram-packed with baby bro's and sister's stuff when big papa starts panicking his arse off – when we finally stopped in the middle of the motorway my beautiful bike had only half a handlebar left, no brake and no throttle tube. Everything had been totally disintegrated! Luckily the team believed me when I said I had a big crash and snapped the handlebars! Ha ha, just kidding.

When we did get to England it was time for another school ride day that gives all my buddies the chance to come learn how to scrub and go fast. Zoey's bestest buddy Sophie came to play with her all day plus make me pasta and cakes.

After we got all settled in at our new home in Holland I headed to the local gym to sign up and get started on some physical training. I pumped through 500 sit-ups and 5000m on the rowing machine before having a quick look in the sauna/jacuzzi. Craziest thing – you have to go into the sauna and jacuzzi totally naked and there were a load of old blokes with their knobs out. And some old grannies saggin' around. Rough! I was just about to take my pants off and some hot bird walked in and I got scared and left! So that was my sauna experience.

All in all I have had a pretty good week, probably the best since I was back in the States before Glen Helen. I have moto'd it up at Berghum in the sand and got myself feeling good for Sweden. It's time to get to work and get on the box!

Max



## FIVE ALIVE!

TADDY 'THE DADDY' MAKES IT FIVE WINS OUT OF FIVE STARTS IN ERZBERG EPIC EXTREME ENDURO!

**L**ong since classed as the toughest one-day race in the world, the Red Bull Hare Scramble at Erzberg gets even tougher for 2011. Made more difficult by heavy rain in the run up to the event, many long-term supporters of the off-road festival feel that the weekend-ending hare scramble has now become too tough in the organiser's pursuit of notoriety. When a motorcycle race becomes so difficult that the course is completely unrideable and race positions change because one rider and his bike are pulled up a hill quicker than another is it still really a motorcycle race?

Although 500 riders start the Red Bull hare scramble there can only be one winner and that man – helped along by his ever-efficient support team – is Taddy 'the Daddy' Blazusiak. The super-Pole takes the holeshot and sets the early pace until British teenager Jonny Walker blows by him on the KORR KTM to hit the first checkpoint in the lead. But as a wily Erzberg veteran Taddy outsmarts the Cumbrian in one of the early forest sections to make sure he gets to the first of the impassable inclines in the lead.

And while Taddy's KTM is pulled up the steep hill on ropes, Jonny has to wait for his turn which allows Dougie Lampkin and Graham Jarvis to close in. Grimbo's Husaberg team immediately jump into action while Walker's forced to wait for the KTM rope to be lowered once more – this not only allows Blazusiak to make his escape but Jarvis to make the pass for second. Grimbo wastes no time in getting after Taddy and the battle between the two former world trials stars rages while Lampkin and Walker chase hard – trading positions as often as they did in last summer's Dirt 3-2-1 Endurocross final.

Under pressure at Erzberg for the first time ever, Blazusiak starts making mistakes and crashes once or twice too which allows Grimbo to get out front and pull clear. But the Husaberg rider soon makes the most costly mistake of all and misses a checkpoint completely – although apparently only by metres – which means he's officially out of the running. Blazusiak learns he's leading when he reaches that marker and from there is able to ride his own pace to the finish which he reaches in a time of two hours and 12 minutes.

Lampkin's next across the line on the factory Gas Gas while Walker makes it a KTM 1-3 around 20 minutes later. Beastie Ben Hemingway crosses the line fourth beating Spaniard Xavi Galindo and brother Dan to the first of the non-podium places. The course proves to be so tough this year that only Tiachi Tanaka, Chris Birch and Lars Enock join the first six in making it through all 20 checkpoints.



*Taddy makes it five Erzberg  
wins on the trot to underline  
his position as a bona fide  
extreme enduro legend*





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**Q:** Having stood on the podium so many times don't you get tired of being asked stupid questions by commentators?

**MC Rog Warren, Waterlooville**

**TC:** "Ha ha, it's not too bad to be honest – just being stood on the podium makes me happy so I would answer any question."

**Q:** Are you disappointed not to be riding the GPs anymore?

**Mark Thomas, Wincanton**

**TC:** "No, I had a lot of great years racing GPs but now I'm happy to just race in the UK. I feel there is nothing there for me now and focusing on UK races allows me to travel less and focus on other things away from racing. I really didn't have an option to race GPs anyway so I think the timing was just right."

**Q:** Did you put more or less pressure on yourself to do well when you were riding for your dad's Molson Kawasaki team?

**Stu White, Leeds**

**TC:** "That's a good question and looking back I always felt more pressure riding at Molson. I always felt like I had to justify my position in the team and at times I felt I had the weight of the whole team on my shoulders, especially when the other riders were injured. I was lucky to have ridden for such a good team though and you never realise what you have until it's gone."

**Q:** Last year it was looking like you were going to finish second at Weston until your bike packed up. Will you be riding it again this year?

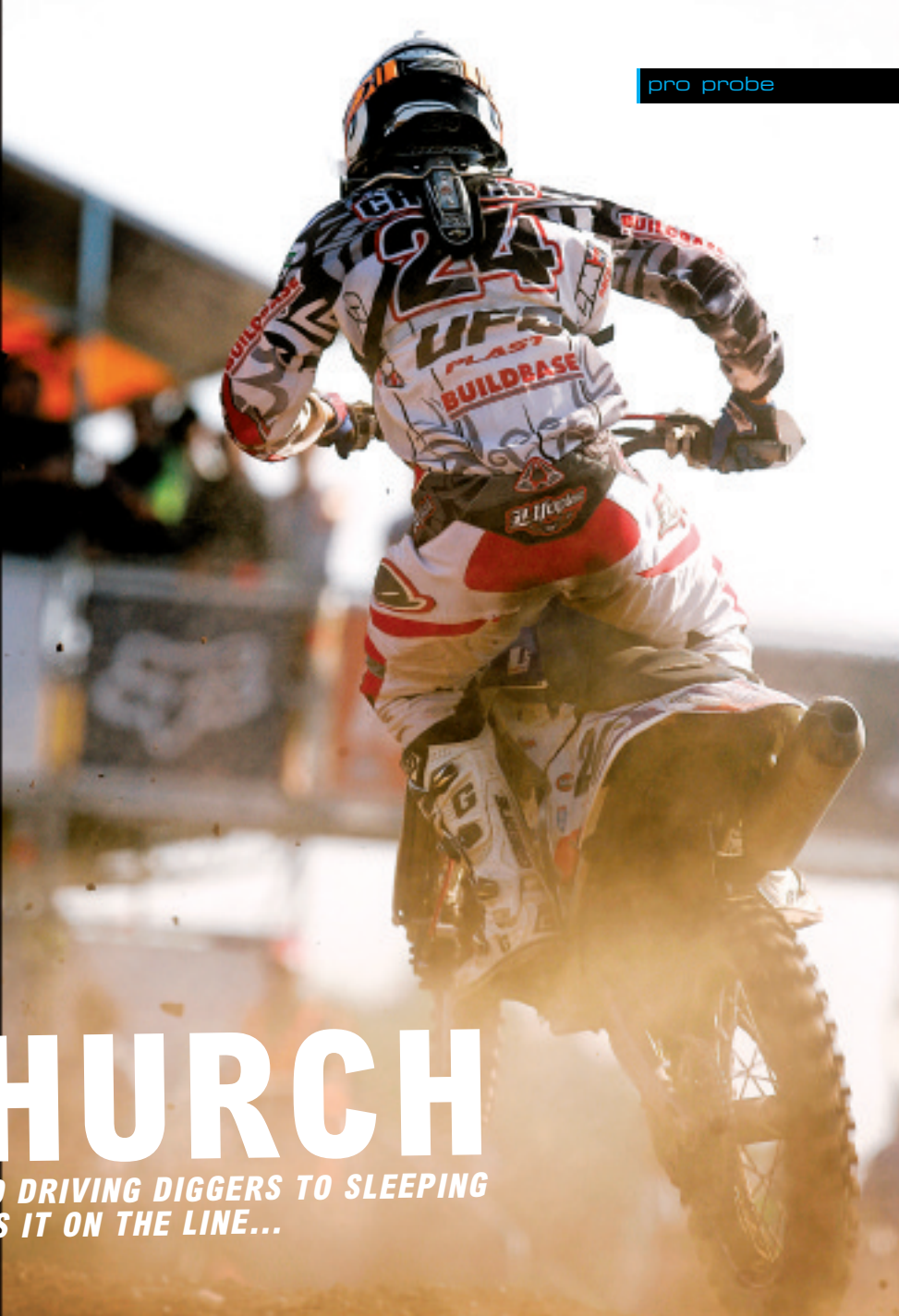
**David Bolton, South Shields**

**TC:** "Definitely! I love the race, it's very local to me and always gets a huge crowd. It's going to be great this year and I'm going to be doing some charity stuff at the race so look out for that and how people can get involved."

**Q:** You always seem to go well in the British SX championships – have you ever tried your hand on a US track or raced Bercy?

**Peter Kirlew, Newport**

**TC:** "I really enjoyed the supercross this year and it was great to come away with the championship. I've never



# TOMCHURCH

**FROM QUITTING THE GPs TO DRIVING DIGGERS TO SLEEPING WITH THE FISHES – TC LAYS IT ON THE LINE...**

*Interview and photo by JP O'Connell*

fancied riding AMA as I just think I'm at the wrong end of my career now but Paris could be an option this year. I also hope that UK supercross can keep getting better as it's great for bringing on young riders and I think we need a strong championship to bring on the next Anstie or Searle."

**Q:** Now that you are only contesting the British-based events what does an average week involve for you?

**James Short, Derby**

**TC:** "Well, I do have a lot more time on my hands but we still ride and train lots and I also have more time to work on things I will be doing after racing. The days of me having lots of cool hobbies are long gone though – all my downtime is spent chilling out."

**Q:** When you retire from racing can we expect to see you driving earth-moving equipment on the side of the M5?

**Ed Gould, Poole**

**TC:** "Ha, I spent my early racing days doing that – not sure I would jump straight back into that. I have some stuff going on right now which could be my future although I'm really enjoying racing still and will keep going as long as my heart is in it. It's a big decision to make and one that sneaks up so fast it's scary but I'm excited for the future to see where it goes."

**Q:** With the format of the Maxis British championships and the Red Bull Pro Nationals being so different do you have to prepare differently for them?

**Johnny Wilson, East Mids**

**TC:** "Not really. Mainly before the race I will ride to the

schedule coming up. I personally prefer the Red Bull schedule – I feel that most people leave the British before the last race starts and the day is just too long. But it's good variety I guess."

**Q:** If you could change a single incident in your motocross career what would it be?

**Neil Smethurst, Exmouth**

**TC:** "There are lots of things I could have done differently but in all honesty it is what it is. I am who I am today because of how things have gone whether they be good or bad and I'm happy with that. I would say 2001 was probably the biggest life changing time for me though if I had to pick a moment."

**Q:** How important is it to you to win a British MX championship before you retire?

**Charles Allum, Banbury**

**TC:** "It would be nice but I won't lose any sleep if I don't. Life goes on and I will know that I tried my hardest to do it and if it's not meant to be then oh well. It won't define who I am."

**Q:** Has Josh been trying to persuade you to try racing on the other side of the equator?

**Adrian Haskins, Rushden**

**TC:** "Ha ha, we have talked about it. NZ is a fantastic place but I'm happy racing here at the moment. With supercross it's all year round really here now and maybe he will come back here in the future? Who knows?"

**Q:** How close is the Marshfield track to your house and how often do you go there? Also, is it true Geoff Walker lives in the woods in the valley?

**Graham Sanders, York**

**TC:** "It's about 10 minutes away from me and whenever possible I ride there – it depends what races are coming up. Geoff spends a lot of time there but I think he has a proper house now. I also ride Apex a lot, they're both great tracks."

**Q:** Which has been the best race you've been in and why?

**Steve Parsons, Eastleigh**

**TC:** "I would say Landrake 2007. I passed Mike Brown in the last race – we had passed a few times all race and it was just great fun. Also I had been injured for a year until the end of '06 so to get a win was just a great feeling and I felt like I was back."

**Q:** Is it true that you're part of the Marshfield Mafia and if anyone crosses you they'll end up sleeping with the fishes?

**Michael Corleone, New York**

**TC:** "It's true and that's all I need to say about that..."

**JAMES NOBLE  
WHITBY WARRIOR >>**

Former British MXdN team member James Noble is waiting in the wings to answer your questions so fire off an email to him c/o [dbproprobe@googlemail.com](mailto:dbproprobe@googlemail.com)





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# MONSTER CRUNCH!

THIS MONTH IT'S THE TURN OF CLS KAWASAKI TEAM-MATES BEN TOWNLEY AND MAX ANSTIE TO SQUARE UP...

Interview by JP O'Connell Photos by Suttty

**DBR:** Who would play you in a film of your life?

**BT:** "Russell Crowe."

**MA:** "I think Zach Efron although I have been accepted to some castings in Hollywood already and I think I could just do it myself!"

**DBR:** When did you last clean an air filter?

**BT:** "Not as long ago as you think – probably two months ago."

**MA:** "Yesterday at Velthoven."

**DBR:** What was the last lie you told and who was it to?

**BT:** "Probably right now because I told you a little lie about my air filter!"

**MA:** "I plead the fifth as they would say in America!"

**DBR:** Could you check your own valve clearances?

**BT:** "Whoa – I know where they are but I couldn't check them. No, hang on, I know what they are and yeah I could!"

**MA:** "I can wash my bike and shine it up to look good but I think valve clearances are a bit above my level of expertise. I just like to ride the bike which is why it is great to have such a great team to make my KX go fast!"

**DBR:** Something you eat that you know you shouldn't?

**BT:** "Oh there's a lot of things, a lot of things – red wine is one that stands out."

**MA:** "Ha! Everything I like pretty much is bad and Dev makes sure that I don't have any of it in the house. Sometimes I sneak off to World Market and buy some biscuits and nice English chocolate – don't tell her though!"

**DBR:** You're in second and on the leader's rear wheel –

do you take him out in the last corner for the win?

**BT:** "Oh yeah, without a doubt if you can't get by him clean!"

**MA:** "Yeah, totally!"

**DBR:** Do you own a pair of pyjamas?

**BT:** "No way, definitely not."

**MA:** "Nope, I only sleep in my birthday suit."

**DBR:** What is the highlight of your career so far?

**BT:** "The birth of my son."

**MA:** "I think the best race I have had was at the San Diego SX in 2010 when I was going for the lead and lappers got in my way which allowed Weimer to pull away on the last lap."

**DBR:** What car do you drive?

**BT:** "At home I have a Hyundai."

**MA:** "A really sweet 1998 Dodge Ram Van with 26" wheels and a massive sound system...no, just kidding! I drive the van but it has bald tyres and only has a tape deck! I think it's classed now as a salvage vehicle because it has been in so many accidents!"

**DBR:** And if money were no object?

**BT:** "I really like my van so I'd stick with my Hyundai H1."

**MA:** "If money was no object then I would still have my van, no reason to waste money on a car! I'd rather have another digger so I can build more jumps in my back garden!"

**DBR:** Have you ever blamed a poor result on a non-existent mechanical issue?

**BT:** "Not that I can remember and I'm pretty honest – mind you, saying that I lied about the air filter!"

**MA:** "Never, my dad and Dev have taught me better than that."

**DBR:** If you could change anything about yourself what would it be?

**BT:** "That I was unable to be injured."

**MA:** "I would make myself even more clever than I already am so I could race and be a rocket scientist! And have a ginger Afro!"

**DBR:** If you could meet any person – dead or alive – who would it be?

**BT:** "Wow there's a lot of people that I look up to but I think it would be Sir Peter Blake, a New Zealand yachtsman who set the fastest time around the world on a catamaran."

**MA:** "I think I would like to meet the Queen of England and ask her if she would like to sponsor me."

**DBR:** If you could have any super power for a week what would it be?

**BT:** "To be able to hear what people are thinking."

**MA:** "To be able to click my fingers and have my gear on. The worst thing about MX is putting your gear on outside in the cold!"

**DBR:** If you were shipwrecked on an island what three things would you want with you?

**BT:** "I'd have to say my wife and little boy and probably a bike."

**MA:** "A Kawasaki motorcycle, fuel and a hot California babe!"

**DBR:** What's been the most embarrassing thing you've done while drunk?

**BT:** "See, that's the thing when you're drunk – you don't

really know what you're doing so I can't really tell you."

**MA:** "I have never even sipped alcohol! I'm only 17!"

**DBR:** What's your most prized material possession?

**BT:** "Probably my world championship winning bike."

**MA:** "My motorcycle. It's always there for me!"

**DBR:** Favourite race you've ever been in?

**BT:** "That was Ernee in 2005..."

**MA:** "I love racing supercross so any one of those races, especially the Anaheims!"

**DBR:** Be honest, how often do you Google yourself?

**BT:** "[Laughing] Not too often, it's not something I get up to!"

**MA:** "Never, I don't have time to waste sat on the computer all day."

**DBR:** Blonde or brunette?

**BT:** "Well I always think blonde but I don't know. Davi Millsaps told me that your appetite changes every seven years and I reckon I've gone through a brunette phase – but then my wife's blonde so we'll go with that."

**MA:** "Blondes! They have more fun!"

**DBR:** Is winning a race better than sex?

**BT:** "Oh man! It can be, yeah!"

**MA:** "Winning is better than anything in the world!"

**DBR:** One thing about your riding style that you'd like to improve?

**BT:** "Just to be more consistent."

**MA:** "Nothing, I just want to go fast!"

**DBR:** What's the worst motocross related decision you've made during your career?

**BT:** "Fortunately I haven't made too many of them so I'm pretty happy with my decisions so far."

**MA:** "I don't really know, I learn from everything and find the positives."

**DBR:** If you had to permanently give up either the internet, mobile phone or TV which would it be?

**BT:** "I could give up all of them – any which one wouldn't worry me."

**MA:** "I would give up the TV because you can always watch stuff on the internet and I have to have a phone for when I get lost out on the open road!"

**DBR:** Something about yourself that nobody else knows?

**BT:** "I love to fish and hunt."

**MA:** "I get straight As in high school right now and I am starting university in autumn."



# ÖHLINS...A CLEAR FOCUS ON SUCCESS!

2010 MX2 British Champion Zach Osborne - image courtesy of Mark Turner



Motocross success is in our DNA, from the first World Championship win in 1978 with Gennady Moiseev to 2010 with Zach Osborne winning the British MX2 Championship for the Bike-It Cosworth Yamaha team. Öhlins latest TTX products offer every rider the opportunity to strive for success!

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**Graeme Irwin shows off the results of his huge crash at the French GP**

## FIGHTING IRISH!

THE HOMEBOYS RISE TO THE CHALLENGE OF A MAXXIS BRITISH CHAMPIONSHIP ROUND AT DESERTMARTIN...

Words by **Stevie Mills** Photo by **Ray Archer**

**F**irst off, I must say the local riders who pitted their skills against some of the fastest riders in Europe did us all proud and then some! A resounding success, fantastic racing in every moto, a GP-standard circuit and a crowd to match the efforts of all concerned – ah, yes, the return of the Maxxis British championship to Northern Ireland was a much needed shot in the arm for our sport.

Even the fact that our own Graeme Irwin could not race at this event due to a big off at the recent French GP which has sidelined the G Man for the foreseeable future did not take the edge off the atmosphere that engulfed the Porter's Pit venue.

Crowd favourite Martin Barr set his Proppa.com KTM on pole position in MX1, a mere millisecond ahead of Brad Anderson and veteran Stephen Sword who joked with me that he'd be riding a borrowed 125 as his CCM team base was robbed of his race bikes.

With the music pumping the dark skies that had been threatening all morning let go as the gate dropped for the first MX2 race of the day. All eyes were searching for local hero Stuart Edmondson who was eighth in qualification and adopted English lad, Mel Pocock, aboard his Relentless by TAS Suzuki.

At the sharp end it was Neville Bradshaw who made the early running at the front until Jake Nicholls, returning from injury, powered past to take a win for Roger Magee's HM Plant Red Bull KTM squad. Pocock recorded his first podium result for his new team on their home circuit and he looked every bit the professional racer, regrouping and withstanding challenges from both Bradshaw and Elliott Banks-Browne throughout the race. Mel gated well in race two and finished a strong fifth which was setting him up for a possible overall podium position – alas a mechanical gremlin ended his day on lap two of the final moto.

Stu Edmonds had a strong event aboard his TM. The Dubliner was in positive mood from the start of the day which translated into 14-9-10 place finishes, good enough for 11th overall on the day – well done lad.

Yes, I knew Michael McCammond had a turn of speed that could get him onto the startline but the JAR Racing Honda rider surprised everyone – including himself. Back in 28th in qualification, Michael scored 18th in race one, DNFed with a breakdown second time out and scored a remarkable 14th place in the final moto.

As the gate dropped for the first MX1 moto it was clear that either Martin was determined to win this race or that his throttle was stuck open and he was doing an unbelievably good job of hanging onto the runaway KTM! Martin pulled two seconds on the pursuing pack in half-a-lap – he was electrifyingly fast but looked like he was testing both physics and gravity in equal proportions! Something was going to give...

Bursting through the sand berm just before the pit area, Martin dropped both the bike and five positions before rejoining the fray. He made it back to almost within striking distance of Brad but never got close enough to throw a wheel in front of the PAR Honda racer. Another epic battle ensued with Anderson throughout race two with Ando's horsepower advantage clearly making the difference up the steep Desertmartin hills.

But second overall for Martin at his home round was a great reward for his efforts and as well as gaining a bucketful of points the quiet man recruited an army of new fans.

Unfortunately for GC it was a day to forget and his consistent midfield starts do not bode well at this level of racing, especially with a 20-minute race format. GC's efforts scored him 9-10-DNF aboard his TAS Suzuki RMZ450.

Wayne Garrett rode with fire in his belly and served eighth place overall to team boss Darren Wilson – the Rockstar KTM awning was indeed a happy place to hang out. By far his best performance at this level, Wayne carded 7-9-9 on the day and will have left Desertmartin with a new level of confidence.

Richard Bird rode an inspiring first race on the Watt Motorcycles/Body Tech KTM. With a badly broken and stitched together nose he ran eighth until breathing problems took its toll and his 11-DNF-14 scorecard doesn't do full justice to his bravery.

Defending Ulster MX1 champion Robert Hamilton crashed out of race one but the G&G Ross Yamaha rider recovered well to run 17-12 in the final motos, his best ever MX1 results.

The MXY2 was a welcome addition to the race card and our young guns rose to the occasion – especially John Mera who proudly placed his TCM Honda on the third step of the podium.

Congratulations to the Carrick club on the success of their supercross event at Carrick Ranger's football stadium. Some 1500 plus spectators bathed in 25 degrees heat and enjoyed bar bashing racing while enjoying a cool beer – now that's living!

Defending British SX2 champion Jack Brunell raced a Watt Kawasaki to victory in the expert head to head race while Wayne Garrett claimed the Super Final from GC and Brunell.

With the BYMX, Red Bull Pro Nationals and an international two-day event at Downpatrick in August and domestic championships still wide open it's going to be a hot summer – well, on the local MX tracks at least!

*Stevie*  
dirtbikerider 29





• Martin Barr

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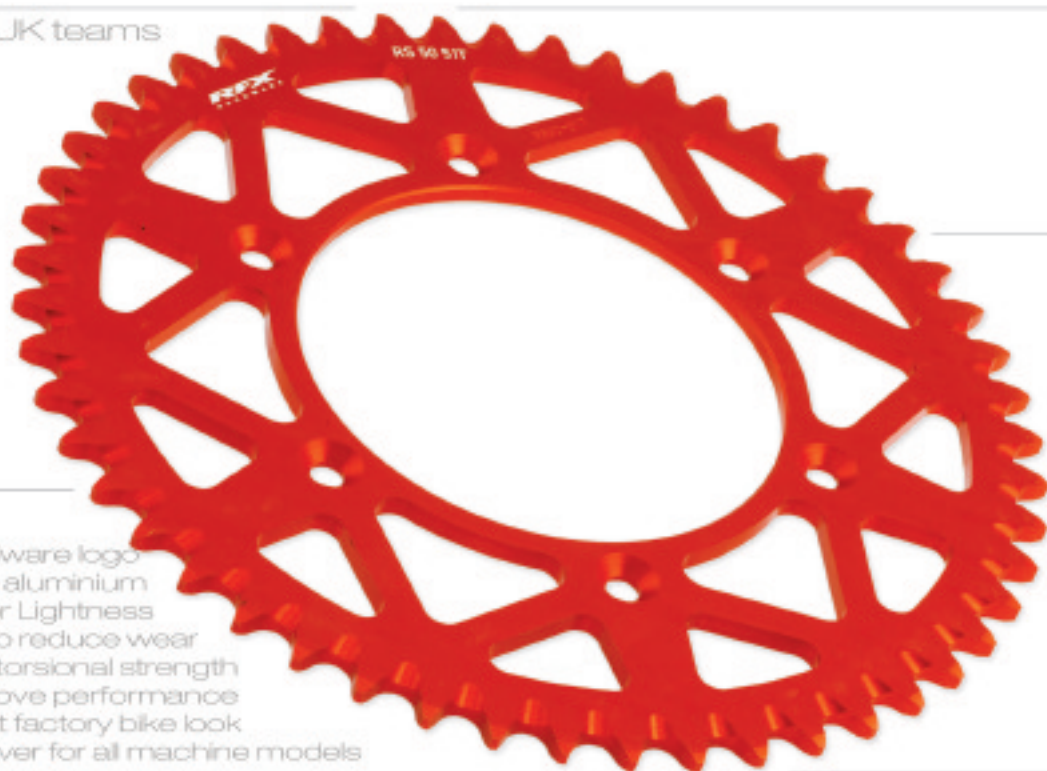
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## TOP DOGS!

HEADING TOWARDS ENDURO 1 AND ENDURO 2 CHAMPIONSHIP SUCCESS, IN JUST TWO SHORT YEARS HUSQVARNA HAVE GONE FROM BEING ALSO-RANS TO THE TEAM TO BEAT...

Words and photo by Jonty Edmunds

It isn't over by a long way but this year's Enduro 1 and Enduro 2 world championship titles are Husqvarna's for the taking. After 10 days of EWC competition team riders Juha Salminen and Antoine Meo sit comfortably – very comfortably – at the top of the E1 and E2 championship standings with the Italian manufacturer very much the team getting things right in 2011.

So just how have Husqvarna engineered such a dramatic return to form? Winning nothing between 2004 to 2009, securing last year's Enduro 1 title with Antoine Meo was the catalyst for change and saw the German-owned brand enjoy a much-needed return to form. Giving the team the belief that they once again belonged at the very top, it reignited their desire for success.

The fact that Salminen sits at the top of the E1 standings is no surprise – he's the best ever. Back on a 'normal' bike after two years performing miracles on a 450 BMW, Salminen's mastery of any terrain – and his rivals – is exceptional. Yet to finish off the podium this year, it's not for nothing they call him Mr Consistent. Oh and he's racing the bike that won the E1 title last year – a machine that's so far proved both competitive and reliable.

As far as Husqvarna's E2 class leader Meo's concerned, being gifted a 50-point advantage by your expected closest championship rival at the

opening round of the series certainly makes the job of winning a little easier. The only rider inside the top five of the E2 standings to have scored points on all days, the old adage 'to finish first, first you got to finish' is certainly ringing true for both Meo and Husqvarna.

The EWC series is getting more and more competitive yet the number of riders that can be counted on to deliver championship-winning success remains modest. Juha Salminen, Johnny Aubert, Antoine Meo, David Knight and Mika Ahola remain the kings of the world's toughest enduro championship. In Salminen and Meo Husqvarna have secured the services of two of the world's very best.

Husqvarna's rise has undoubtedly been helped by KTM's fall. Starting 2011 with the exact same number of 'top' riders as Husqvarna – two – seeing both big-hitters David Knight and Johnny Aubert essentially fall at the first hurdle at round one all but ended KTM's hopes of championship success this season. With electrical problems and injuries blighting the team, KTM's disastrous season has been unprecedented.

Husqvarna started 2011 with no distractions and a firm belief that they stood as good a chance of winning in E1 and E2 as any manufacturer. Ironing out the technical problems that surrounded their then all-new TE models a

few years back, they also got an early handle on the somewhat black science of EFI. Returning to the tried and tested winning recipe for success – great bikes with great riders – they further strengthened their chances of winning by increasing team staff. Following KTM's lead and accepting that the days of having an all-Italian technical team are over, today French and Finnish technicians and mechanics rub shoulders with factory employees within the Husqvarna CH Racing Monster Energy Team.

KTM's dominance of the Enduro World Championship back in 2005 and 2006 when they claimed E1, E2 and E3 titles at the end of both seasons made a lot of teams sit up and take a long, hard look at what they needed to do to improve their act. So far Husqvarna's team reaping the rewards of upping their game while Honda too enjoy year-on-year title success thanks exclusively to the talents of Mika Ahola.

Bad fortune on behalf of KTM has certainly helped Husqvarna maximise its investment in the 2011 EWC series but luck has had little to do with the fact that Salminen and Meo sit at the top of the respective E1 and E2 championships. Confident, with momentum now on their side and with proven machinery, for this season at least Husqvarna are doing everything they have to do to ensure success. And so far it's definitely paying off...

*It's been a dream start to the 2011 EWC for Husqvarna*





### FOX RACING V3 RACE HELMET AND MAIN PRO GOGGLE

Championship-winning technology merges into stand-alone style with the new V3 Race helmet from Fox which is designed to compliment all ranges of race gear in the Fox range. Clever huh? If you're going for an all-out Fox feel then how about completing the look with some Main Pro goggles too? They come complete with a seven-stack of laminate tear-offs and a removable nose guard. Awesome!

**Price:** V3 helmet £240  
Main Pro goggle £55  
**Supplier:** foxeurope.com  
**Contact:** 0191 487 6100



### RAPP WATCH BUCKLE-LESS SILICONE TIME PIECES

Worn by off-road athletes including Tony Cairoli, Elliott Banks-Browne and James Dabill these all-new buckle-less Rapp watches are designed to wrap around your wrist and, erm, tell you the time. Fully customisable, it's possible to change the face or strap of your Rapp to match your mood. So say you've just been to top up your tan you could wear the orange 'sunburst' strap so it blends right in with your arm and if you've just had your teeth bleached you could pop in the white 'snow' face to reflect that momentous moment 'n' all. Grab 'em while they're hot...

**Price:** Complete watch £15 Spare strap £8 Spare face £9  
**Supplier:** rappwatch.com  
**Contact:** 01527 850614



### VENHILL FEATHERLIGHT CABLES

Venhill Featherlights are the best aftermarket clutch and throttle cables around which is why when we've got a project on the go we'll only ever use the British-made beauties. When it's time to replace your control cables don't be a dumbass – check out the very best from Venhill...

**Price:** various  
**Supplier:** venhill.co.uk  
**Contact:** 01306 885111

### THOR FLUX RACEWEAR

A favourite of recently crowned AMA SX champ Ryan Villopoto, this THOR Flux racewear is available right now at your local THOR dealer so make like RV and race down there right away because when it's gone it's gone.

**Price:** Ring your local dealer for an amazing deal...  
**Supplier:** madison.co.uk  
**Contact:** 0870 034 7226



### ONE INDUSTRIES PUNKED CASUAL RANGE

Not to be confused with the Ashton Kutcher TV show Punk'd, this new Punked range of casual clothing from One Industries is neither 'funny' nor 'hilarious' but you can actually look at it without wanting to tear your eyes out and post them to Demi Moore (I find it's always best to write the address on the envelope before removing your eyeballs). Designed and built to One Industries' super-high standards if the Punked range floats your boat then there's absolutely no reason why you shouldn't go hunt it down at your local MX emporium...

**Price:** Tees £19 Hoodies £43  
Hats from £17 Belt £19  
**Supplier:** oneindustrieseurope.com  
**Contact:** 0844 692 8111





## ARAI VX-3 SPEAR HELMET

Fresher than a Subway sub and just as tasty this all-new Spear design from Arai is the latest graphic to bling up the unstoppably awesome VX-3 helmet.

**Price:** £469.99  
**Supplier:** apico.co.uk  
**Contact:** 01282 473190



## WISECO CRANKSHAFT KIT

What sucks more than ordering many, many bits from many different places to do one job? Well, a few things like maybe death by ant bites and rebuilding your bottom end can be pretty painful experiences too unless you have J-Lo's surgeon as a best mate. To make things run smoothly why not take a dose of Wiseco's super trick bottom end rebuild kids because as well as including a super high quality crank they include every last gasket and seal to get your engine's rump ready for racing!

**Price:** from £179.99  
**Supplier:** madison.co.uk  
**Contact:** 0870 034 7226



## O'NEAL 3-SERIES BOLT HELMET

A perfect helmet for all weekend warriors on a tight budget, this 3-series Bolt by O'Neal is actually quite a nicely built piece of kit and visually striking too. Coming with the all-important ACU gold stamp this funky, chunky, monkey offers great value for money and in these times of financial hardship that's a bloody good thing.

**Price:** £89.99  
**Supplier:** flidistribution.co.uk  
**Contact:** 0161 304 0114



## POD MX K700 KNEE BRACE

Inspired by the human design, the Pod MX K700 ligament knee brace is a truly refined blend of structural strength, superior ergonomics and unprecedented comfort making it the strongest, lightest and slimmest brace on the market. Got it? Good.

**Price:** £595 per pair  
**Supplier:** foxeurope.com  
**Contact:** 0191 487 6100



## OGIO BRAIN BOX

The OGIO brain box is perfect for bashing your helmet and stuff into! It folds flat so you can stash it under the front seat of your tranny with all those special mags just until you need it and then it folds out into a TARDIS-type organising thingy that you can stash all sorts of radness in like your helmet, neck brace, goggles and gloves. Clever, eh?

**Price:** £49.99  
**Supplier:** madison.co.uk  
**Contact:** 0870 034 7226

## TROY LEE DESIGNS CASUAL CLOTHING

As well as offering the most awesome custom paint jobs on this planet and some pretty amazing race kit too, Troy Lee Designs also push out some pretty pimpin' casual clothes for moto-lovin', moto-lovers like yourself and myself. Top online tradesmen Freestyle Xtreme have just taken a massive delivery of TLD casual swag so check it out on t'internet and that!

**Price:** see website  
**Supplier:** freestylextreme.com  
**Contact:** 0117 967 2240





## ETNIES CUSSES CURSES!

I would just like to share the story of my broken leg from racing a few weeks ago. It was quite a gnarly crash at Cusses Gorse which resulted in me breaking my femur in three places. I've attached a few photos of what the crash did to my leg in the hope you have some sort of crash of the month competition running in your mag (not that I've seen one).

I had to spend 11 nights in hospital and have three operations to get it all sorted and now I'm stuck at home and bored for the next six weeks. Which is why I was pleased when your magazine dropped on my doorstep this morning so I have something to read!

The crash also resulted in me snapping one of my Asterisk knee braces clean in half. And the paramedics had to cut off my beloved Fox Ryan Dungey kit which I'm a bit upset about now. So I was just wondering with the many, many contacts you have is there any chance you could put me onto some sort of dealer that could do me a deal on a new knee brace and some new kit due to me now being skint because I can't work?

**Matt, Portsmouth**

*When The Bear opened up the pic of your leg he nearly lost his breakfast (assorted roots and berries plus the odd competition prize if you're wondering) – that's one nasty injury. Sorry, we can't help with knee braces and kit but we can certainly sort you a cool new pair of Etnies to keep you chipper until you're back in the saddle...*



## EFI WTF?

I was six years old when my dad first took me to a motocross event. I was instantly hooked and dreamed of being a 'scrambler' when I grew up!

I came close to starting once as I was sat on a second-hand Suzuki in a shop with my dad getting excited – he then confessed he'd have to ask my mum first and that's where it ended! But I continued to go to events with Graham Noyce being my hero and later watching people like Stefan Everts. In my 20s and early 30s I got sidetracked with partying and women but I'm now happily married with kids!

Therefore my attention has returned to motocross along with my son as he too loves bikes (currently has his own Fro Systems balance bike) and even though my mother tells me I'm too old (I'm 38) I've started! Well kind of – I've done two days with Barry Johnson and the Yamaha Off-Road Experience!

I'm looking to get my own bike soon but all this carbs and jetting goes over my head a little. I've therefore decided to get a bike with EFI but I can't seem to find information as to when all the major manufacturers started to pump out production bikes fitted with EFI as standard (looking for a second-hand 250F).

I believe Suzuki started before everyone else in 2009, can you help me with the rest? Much obliged with any help you can give!

Keep up the great work with the mag!

**James, Chalfont St Peter**

*It was actually 2008 when Suzuki started the ball rolling with EFI on their 450F with a 250F model featuring EFI coming along in 2010. Any second-hand 250F you find dating from after that should have EFI apart from Yamaha. Hope that helps James.*

## CCM WTF?

Hey DBR, what the F is going on at CCM? First Swordy goes through TC like a vinaloo at Milton Park, then burglars raid the team workshop, then TC leaves the team and finally Swordy dislocates his shoulder in Ireland. If it wasn't for bad luck those guys wouldn't have any luck at all. But don't give up guys – keep slugging it out for Queen and country!

**Michael, Manchester**

*We know Swordy sees the incident slightly different to TC but we can't argue with everything else – there's certainly some sucky luck for Team CCM at the moment...*

## PLUCK OF THE IRISH!

I'm a motocross-mad teenager based in the wettest part of the world – that's Northern Ireland in case you are wondering. I'm only 15 so I can't drive yet and my dad doesn't like motocross but I do have a bicycle which meant I

was able to bike all the way from my home to Porter's Pit to watch the racing.

The day was awesome and Martin Barr finishing second was the icing on the cake. My question is why don't we have a British championship race there every year. Northern Ireland is part of Britain and it is a British championship so surely it's not a complete series without a trip across the water?

**Adam, Cookstown**

*That's a fair point Adam and you don't have to be from Ireland to reckon that Desertmartin is one of the best tracks in the series. The good news is that you're also going to get a round of the Red Bull Pro Nationals there at the start of September where you'll get to see the rematch of Ando versus Barr...*

## UNHAPPY CHAPPY!

Yey, I wonder if you could cheer me up! I had my motorbike stolen from outside my house the other week despite being locked and everything. I worked so hard upgrading it etc and it was looking lush – it was found two days later in a bad way so I have no choice but to walk to work and that sucks.

I wish there was a way I could bring my bike indoors but my girlfriend would moan. I might get a new one soon but it'll be about a month so anything you could do to make that month less depressing I'd be grateful for!

**Jason, Southampton**

*A new one? A new bike or a new girlfriend? If you got both then at least you could bring your bike indoors! As for cheering you up, we can always send The Bear round to do a funny dance – all you have to do is heat the floor up under him. You'll lol until you py...*

## BEAR THRILLS!

Ah dudes – what a disaster! My work colleague took me riding the other week and all was going well until I got a bit buck wild coming out of a turn and did a Larry Loopout! I thought that breaking my toe and knocking myself out for five minutes was bad enough but the damage I did to the bike made me feel even worse.

Apparently, after my little spill the repair bill was huge because it needed a new silencer, back mudguard, air box and a pair of side panels too – all in all about a grand's worth of damage! But because I'm a good friend I'm going to help out with the repairs and stuff and not just leave the bike dirty in the stockroom for it to fix itself. Laff!

**Andrew, Lancashire**

*Wow, Andrew what a heart-warming story of friendship and courage. With friends like you who needs enemies? Sorry, I meant enemies.*

## GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at [rant@dirtbikerider.co.uk](mailto:rant@dirtbikerider.co.uk)  
All letters/emails must be accompanied by a full address.  
Oh and please don't send emails all in capitals. Cheers!

## LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our star prize – this month a pair of Etnies Piston shoes.







© Sully

## **BRAD'S EYE VIEW!**

Spend the weekend with super-wildcard Brad Anderson as he locks horns with the fastest men on the planet at the German GP

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**The Croston Nutter – aka  
John Pearson – gets inverted  
at Silverstone**

different







Ty Nelson (#70) yanks the holey in hot heat race action

# Diff'rent Folks!

*Who'da thunk diversity training would have paid dividends here at DBR HQ and sent Suttly on a mission to sniff out some far flung forms of off-road motorcycle sport...*

Words and photos by Suttly

**D**unno if it's the lack of top-line motocross action happening in the UK at present or what but for some reason the DBR off-kilter events filter has quit working properly. Normally, this little device ensures the magazine is chock-full of hardcore motocross and enduro action and little else but of late our horizons have been spread wide open and you may have noticed that your favourite off-road read has featured stuff like snocross in it and flat track action n'all.

To keep this theme of diversity alive the Vivaro and my bad self have been hitting the highways and picking up points (what do points make? Fines and higher insurance premiums – boo!) to travel the length and breadth of the UK and take in as many different dirt bike events as possible. With a severe lack of national championship MX – bar t'other weekend's Red Bull Pro National at Whitby – that's meant FMX, more flat track and even a little bit of trials demo action.

The British freestyle scene seems to have stayed static since 2004 with only a handful of newcomers entering the sport. However, the majority of those new guys are at Rougham Airfield to take on the OGs – except for the OG of OGs Kris Brock – in the Bolddog FMX Championship. With full support from the ACU, Andy Godbold and the Bolddog crew put on a pipin'-hot event that attracts around 4000 paying spectators and riders from right around the country.

The Amateur comp kicks things off and to be fair things look pretty bright for British FMX right now with a good turnout of hardcore jump monkeys paying to play on the night. The crash-free comp is eventually won by Jon Ritchie who chucks out the biggest 'dead body' I think I've ever seen as well as a handful more stylish bar tricks. Fellow East Coast FMXer Stu Macey sticks together a run that's deemed good enough for second while Bolddog apprentice (B)Ryan Powley claims third.

While the am jam is good the pro show takes things to another level with Chris

Birch stealing the limelight – his backflip giving him the edge in the Main Event ahead of combo-king Jamie Squibb. Disco Dave Wiggins throws down a pretty stellar run to sneak third in the final ahead of local legend Samson Eaton who takes gold in the crowd-judged Best Whip contest. Highlight of the night though? It's gotta be the evening-ending trains where the pro riders throw out big ass tricks nose to tail.

One week later and it's MotoGP weekend at Silverstone. Last year's Saturday night entertainment was a round of the Red Bull Pro Nationals which didn't really deliver the goods like it should – we'll blame the hastily built track for that failure – and so didn't get the return invite for 2011. With motocross out the flat track boys get their chance to shine and with an all-new dirt oval built specially for the occasion and 50 of Europe's best flat trackers on hand to tear it up things are all set for a great night of race action spliced with a low-key FMX comp and some trials demos from Dougie and cousin Beastie Ben Hemingway.

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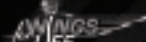
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Tom Neave wins the nippers' division



Dougie demos at Silverstone



Swampy Chris Birch tops the Pro class at Rougham



Ade Collins (#1) just misses out on the win in the final



Drifting Wayne Drake leads the flat track armada



Jon Ritchie's huge 'dead body' pays off in the Amateur ranks

## Foreshore fo'shizzle!

### Welshy works wonders...

Big Air Jam promoter Mark Thomas works closely with Cardiff Council and has started a motocross-based programme called the Foreshore MXC that's helped to reduce anti-social behaviour dramatically in the city.

"The aim of the project was to try and stop the problem of people riding off-road illegally," says Mark who's more commonly known in motocross circles as Welshy. "We've provided a facility that's not only safe and controlled but also a hell of a lot more fun for the kids than riding on the streets or wasteland."

"We teach young people about motorcycles and motorcycling through practical exercises and vocational training. Everything is accredited by the Open College Network and as well as learning about bikes, how they work and how to use them safely the students also pick up numeracy and literacy skills which helps with their social and personal development."

The Foreshore project has proved to be so successful in Cardiff that other councils in the region are looking to start off-road projects of their own – motocross seen in a positive light by the powers that be, amazing huh? Seriously though, by my reckoning Cardiff Council's levels of open-mindedness should be celebrated so I'm gonna follow their lead and keep on enjoying as many forms of dirt bike sport as I possibly can – well so long as it's not supermoto, motoball, ice racing or grass track and so on and so forth...



Jamie Squibb – looks better taken from behind...

Except once again a lastminute.com track build bites back. Described by Sideburn's Ben Part as 'crusty as a camel's sphincter' the short track is definitely rougher than The Bear's arse but is there to be raced nevertheless. Like the MX experience one year prior, you can't help but feel a pre-MotoGP shakedown event would have paid dividends. But whatever...

With around 50 entries needing to be whittled down to 36 starters, a mid-afternoon qualifying session is essential. It's a pressure cooker situation with each rider getting just one chance to throwdown a fast lap against the clock. Starting with the highest numbered rider and working down to reigning champ Ade Collins seems as fair a way as any to do it and it would have worked well if a heavy shower hadn't dampened things down for the riders in the middle of the running order. Because of this a lot

of really quick riders are caught out by the storm meaning it's a real mixed field who qualify for the night show and riders like 2009 champ #54 Pete Boast qualify way down the order.

It all makes for an entertaining night of racing though as a lot of the quicker guys are forced to battle through the pack from less than favourable starting positions in their heats. By final time all the big guns have pretty much made it through to the points-payer bar boy wonder Tim Neave who gets eliminated in the LCQ as he struggles to get to grips with the rougher than normal racing surface.

In some ways the dodgy track helps make the 15-lap Main Event an epic with Collins and Ty Nelson picking up where they left off at Oxford with a bar-bashing fight to the finish, this time won by the 17-year-old Australian speedway star who lives in a static caravan at Rye House

stadium. Running a peakless black helmet, Ty looks and rides it like he stole it and is definitely doing it for all the underdogs out there. Awesome!

Equally as awesome is the FMX comp that runs in between the masses of flat track heats, semis and final. Billed as the Big Air Jam (check out [www.facebook.com/bigairjam](http://www.facebook.com/bigairjam)) the three rider mini-comp pitches Squibby, Danny Veale and John Pearson against each other in three disciplines – Best Run, Best Trick and Best Whip. Judged on crowd reaction alone the Croston Nutter – that's Pearson for all you folk who weren't in on the Wigan FMX scene circa 2002 – takes the win in the Best Run and Best Trick comps thanks to him being the only flipper while Squibb grabs glory in the Best Whip comp with some huge 'uns of the nu turndown and floaty old-school variety. Nice!





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# ROY'S BOYS!

FOR SAMSUNG YAMAHA BOSS ROY EMBERSON RACING COMES FROM THE HEART – AND HE EXPECTS TO SEE HEART IN HIS RACERS...

Words by Sean Lawless Photos by Suttly





**T**here's no such thing as a dead cert in motocross. Bikes break, riders crash, seemingly insurmountable points leads crumble. It's unpredictable. It's exciting. It's a gamble. It's why we love the sport.

Roy Emberson's love for the sport is unquestionable. In some way, shape or form he's run his own team for 25 years. And as a team owner he's also been known to have a punt on a long-shot when it comes to riders. In recent years he's come close with Americans Jeff Dement and Ben LaMay but it's Embo's latest flutter – the distinctly homegrown Kristian Whatley – that's shaping up to be potentially his best ever earner.

At the end of the 2010 season when Embo announced the newest addition to his Samsung Yamaha team it was clear from the outset that

this was pretty much a kill or cure deal. The straight-talking, bullsh\*t free Londoner taking on the undeniably talented – but wildly unpredictable – 21-year-old son of the mercurial Jem Whatley. And while he was moving established quarter-litre pilot Kristian up to a 450F, by way of a little side bet Embo drafted in proven – although injury-prone – 450cc rider Ray Rowson to race a 250F.

"When I took Kristian on he was a bit of a gamble because he had a bit of a bad reputation," admits Roy. "He had the potential to be a good rider but he didn't train and would moan about this and that – wrong tyres, bike not quick enough, that sort of thing. Ray was a gamble because of his injuries. But Whatley and Rowson don't make a bad couple – both quick, both young so f\*\*k it, let's take a chance.

"And that's what I could afford because things were tough with money and various bits and pieces. So here I am with them two."

And 'them two' so far have been doing the business for Embo although Rowson took another knock at the Whitby round of the Red Bull Pro Nationals, sustaining a MCL – medial collateral ligament – injury that at the time of going to print was still awaiting evaluation by a specialist. But at the halfway mark in the Maxxis British championship Kristian's running a close second to former Emberson Yamaha rider Brad Anderson and Ray's fifth in MX2.

So it's fair to say that both men are earning their pay. And that's exactly what they do get – pay. In a sport where riders buying their way onto teams is becoming increasingly more common – and Roy's got a couple himself on the books >>>



– both Kristian and Ray are genuine, paid-to-race professional motocrossers.

"Yeah, I pay Kristian," says Roy. "He gets a good wage and good bonus money. Ray gets a wage and the same bonus money. They're both treated the same when it comes to bonus money, bikes, kit. There's no favouritism or favourites."

Roy's other two team members are 18-year-old Jackson Evans who's in his first year in the adult ranks and 16-year-old Joe Bamfield who's racing the Red Bull Rookies and British MXY2 championships. Both talented lads, both also must rely on their parents to finance their places on the team.

"I knew that Jackson was looking for a ride which obviously he has to pay for but that's how it is now. His mum spent a lot of money last year with Poole Motorcycles and it was as cheap to come with me and be looked after – have race bikes, have this, have that. Be under the awning and we'll fetch him along.

"We ain't got the best out of Jackson. He can ride a bike – when he wants to. As soon as someone goes past him he gives up. But we're persevering with it. Funnily enough, I've booked him in for a training day with Justin Morris next week. I can see a lot of what's in Jackson in Justin so perhaps if they're on the same wavelength they might be able to get some understanding. I'll try whatever I have to do..."

"Joe's a young kid and next year I need to get him away from his mum and dad a bit and let him come out of his shell. He's got a young mechanic, James [Young]. They're lovely kids – Joe wants to do it, he listens to what you tell him and he's come on quite well already. Multitek's done his engines the same as the rest of the boys."

There's a youthful feel to the Emberson Yamaha set-up with Kristian's technician Jon Gifford bordering on elder-statesman status at the ripe old age of 25. Ray's 22, his wrench Richard Addy's also in his mid-20s and the only 'veteran' of the front line team is Jon's dad Clive who's been drafted in to spanner for Jackson.

All of which can lead to high spirits although the guv'nor, who turns a pensionable 65 in October, is around most of the time to make sure things don't get out of hand. Especially when it comes to keeping Kristian – who lives in the team HQ yard in a static caravan – on the straight and narrow.

"The problem is I see all the good and all the bad in Kristian because he lives here," says Roy. "I'm seeing things that perhaps I shouldn't be seeing. It's good to have him round here but sometimes it backfires. I'll go in there with a parcel for him and every light will be on. He wouldn't close the front gates. You get a lot of dodgy blokes round here. They'll drive in – 'where's the M25 mate?' – they know where it f\*\*king is, they're checking the place out. So I told him he had to close the gates.

"He goes training – gates are open. I come out at 12 o'clock at night – gates are open. Anyway, so I fined him £100. He don't leave them open now. But we talk, we have the craic, we go and have a bit of grub, I go practising with him sometimes. The atmosphere within the team is great."

This is the kill or cure bit – faced with Embo's enforced discipline there was always the danger that Kristian would react badly. Instead, he's knuckled down and got on with the job although, Kristian being Kristian, nothing's totally plain sailing...

"I said to Kristian that's he's got to prove himself to me for next year and he said 'I've already done that'. He's won one British championship race. We know he's going well but what's he won apart from that? How's he proved himself? He ain't f\*\*king proved himself. We get 75 per cent out of him, we don't get 100 per cent. He should have been doing GPs the last two or three years but the reason he ain't been doing them is because he don't put enough effort in."

When I put this to Kristian he grins sheepishly and admits Roy's right – although he reckons he's giving up five per cent more than his boss gives him credit for.

"Riding for Roy is definitely working >>



The switch to a 250F for 2011 seems to be paying off for Ray Rowson who's posted some solid scores

Moving up to a 450 – and moving 'in' with Embo – has revitalised Kristian Whatley



Jackson sets his sights on the big time



Roy loves his MX – and he loves his dogs. All 12 of them!





## EMBO ON...

### SPEAKING HIS MIND

"Over a period of time me being honest and truthful's paid off. People get fed up with hearing bullsh\*t and b\*lllocks – and there's a f\*\*king lot of it about. But you don't get none of that with me. Whatever I tell you I genuinely believe is right. But it doesn't pay sometimes – people don't like the truth do they, the truth hurts."

### RESPECT

"I rode myself – I was useless – so I know what it takes. All these boys, I don't know how they do it. And when you look at the GPs – f\*\*king hell, unbelievable, every lap within a second. I mean Cairoli did his fastest lap second lap from the end last week. I respect all those boys out there – I think they should all have some money out of it because they're all risking being injured, it ain't cheap – it's costing their mums and dads or whoever a lot of money – and they all deserve something out of it but that's not the way it is at the moment."

### DOING BUSINESS

"I've got a deal with Yamaha I've had for 25 years – no contract, just a shake of the hand. It's good enough for them and it's good enough for me."



**Jackson Evans admits to struggling with the step up to full-on pro racing...**





This image: Ray's nursing a crocked MCL  
Below: Ray's wrench Richard Addy



out," he says. "Everyone knows what he's like – he's hard and he's shrewd and it's probably working in my favour being a bit more disciplined. And I'm still only at 80 per cent to be honest – there's still more discipline to come. And I'm enjoying it, the team's good and we all work together. Jon's a good mechanic, I can't praise him enough. Then there's Roy and my trainer Julian [Clarke]. It's all coming together well."

At the moment there's just one man standing between Kristian and the British championship lead. That man is the formidable Brad Anderson and Roy knows him well...

"I know what Brad's all about. He likes a pound note – I will say that – but he likes to win. And he's as f\*\*king game as they come. He was here three years and I never had an ounce of trouble with him."

"Now we got Kristian training pretty good, we got him eating pretty good and he's riding pretty good but he should be beating Brad. Brad's 30 years old. We all know Brad Anderson. We all know he's got a big heart and a big pair of b\*lls but Kristian should be beating Brad regularly. But he ain't."

Strictly speaking, at the moment Kristian actually is beating Brad – at least he is in Maxxis races. In the Red Bull Pro Nationals Brad's finished in front of Kristian in all six motos run so far but in the ACU British championship it's a different story with honours even between the two after 12 races. But out of those dozen races Brad's won four to Kristian's one and has a 19-point lead going into the second part of the season.

"I think I've got a really good chance of beating Brad this year if I keep working hard and keep my discipline," says Kristian. "He's strong as an ox but I've got a definite chance of clawing him back and I think he knows that as well."

"I'm not sure what I was expecting at the start of this year – maybe top four at the end of

the season, a podium finish if I was lucky. Now I'm not going for the podium, now I'm going for the lead. Second or third would be my worst thing and if I was off the podium I'd be really pissed. I'm 19 points behind so Brad's got the pressure, it's on him."

As well as a big dollop of discipline, moving Kristian up to a 450 has also paid off but it's not something Roy tries to claim credit for.

"He wanted to ride a 450 and I was happy to let him – without a doubt," admits Roy. "He's got so much throttle control. The boy's perfect for a 450."

For Kristian, trading up a division is just another piece of the jigsaw that's been coming together since he signed to race for Samsung Yamaha.

"I never really liked 250Fs – I should've gone up when I was 17 straight onto a 450. The bike is perfect – Steve [Payne] and Trevor [Avery] at Multitek have got the suspension real good and put a good engine together. I just get on so well with the bike – I clicked straight away when I got onto it. I'm enjoying riding and working well with everything – it's something I've not had before and it's come together. I have all good people around me who know what I need."

The team isn't all about Kristian – as Roy pointed out there's no favouritism – and Ray's fifth place in the Maxxis series justifies the faith Embo has in the Shrewsbury rider. Ray's speed has never been in doubt – in 2008 he won the MX1 overall at the final British championship round of the season at Hawkstone Park – but a series of confidence-denting injuries meant he was keen to switch to MX2 when Roy called him up.

"I was looking for a 250 rider and when I phoned him I thought he was going to go 'no, I want a 450' but he didn't. Ray's a good professional from a really nice family and easy to deal with. Ray's hurt himself on a 450 – that's the idea of putting him on a 250, for him to get his confidence back. And now

>>>





# EMBO'S BABIES

## ACTION JACKSON AND THE JOE SHOW

Halfway through his first full year as a pro after appearing on Embo's radar with a Rookies podium finish at the final round of last year's Red Bull Elite Youth Cup, 'Action' Jackson Evans is finding it a steep learning curve.

"It's really good and I'm having a lot of fun but it's hard too. The first Maxxis round I had my best result with a 12th but apart from that I'm not riding as well as I can. I put a lot of pressure on myself and I think I expect myself to do well but I end up letting myself down. I need to rethink and maybe look at getting the little things right.

"This year's about getting used to racing pro and the environment that comes with it and then hopefully next year I can actually try and make a bit of an impact. This is like a learning year. It's a bit intimidating. It's hard, it's new to me – it's completely different to what I thought. It's kinda scary but you have to deal with it. Last year I was one of the top runners in the Rookies so I wasn't used to being passed and left and it's hard to get used to people coming past like you're stood still. I don't deal with it well."

The newest member of Samsung Yamaha, Joe Bamfield started the season on a KTM before being taken under the Embo wing. Contesting the Red Bull Rookies and MXY2 series, he's got the speed to run top five but hasn't worked out how to transfer that speed into results – yet.

"I started off the season with KTM but then had a couple of training sessions with Kristian and it kinda snowballed from there. We got to meet with Roy and everything clicked – it's a little bit like being chucked in at the deep end but I'm enjoying myself.

"I'd heard about Roy before I met him so I was expecting him to be a good boss but strict and that's how he is. I'm going good so far – MXY2 and Rookies are going well. I've set myself the target of top five in both this year and ultimately I'd love to progress to GPs."

The youngest team member is 16-year-old Joe Bamfield



'Stupid boy Pike'

"Kristian wanted to ride a 450 and I was happy to let him. He's got so much throttle control – perfect for a 450..."





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# JON GIFFORD

## CHIEF TECHNICIAN

"This is my fourth season with Roy – I started here in '08 and sort of took over from Mike [Forster] when he left for '09. I help do all the bike side of things – parts, the development with Steve Payne from Multitek who does all our engine tuning and suspension settings and stuff like that. I work quite closely with him.

"I'm also in contact with the sponsors, building relationships with them – and Roy doesn't know how to use a computer so I have to do all the emails and that side of things.

"I mechanised for Mel Pocock for four years when he rode for KRM and PAR Honda – his dad employed me. Then when I came here I worked for Robert Hamilton the first year, then Wayne Smith, Neville Bradshaw and now Kristian.

"It's great working for Roy. He looks after me 100 per cent. He trusts me with everything I do with the bikes – he pretty much gives me a free reign. He's fair. He doesn't mince words but he always does what he says he will."



**Above: Jon Gifford's got a very experienced head on pretty young shoulders**



he's done his MCL on a 250."

His frustration with this latest setback is crystal clear when speaking to Ray whose career has so far been hampered by a number of injuries.

"I'm just trying to work on different bits to get back up there. Y'know, I've had some good results in the British championship on a 450 and then I got injured. I just seem to be getting comfortable with riding, get a few good results and then I have an accident again so, yeah, it's frustrating.

"The idea of moving to a 250 was to get my confidence up, that I'd enjoy the chance and that

hopefully it wouldn't bite so hard. Roy's given me a good opportunity to get some good results on it so fingers crossed I can. You have to work harder and move around on a 250 more but it's more enjoyable to ride.

"The MX2 class is very competitive – Elliott's going well at the moment and obviously there's Osborne and Tonus in front of everyone else. Jake's back and there's Karro. There's a lot of competition to get into the top five in the British championship and I'd like to think I'm in there.

"The team's mega, Roy's awesome and I get on really well with my technician Rich – I've got a lot of confidence in him."



Embo, as always, is utterly down-to-earth when it comes to his opinion on the state of play in the MX2 class.

"The trouble is with all the English boys is that they ain't going to beat Dixon's men – they're f\*\*king good bikes and f\*\*king good riders. Next year I'm going to go 450 – I'm not even going to try and race a 250. It's the millionaire class – Trevor can get the motors going fast but just look at the KTMs, you only run them three hours then rebuild, new motor. Think of the spares! It's the whole package that costs a fortune.

"Financially it's very, very hard to run a team at the moment – if I break even at the end of a season I'm f\*\*king over the moon. Why do I do it? I like my team, I like the people around me, I like the visitors I get, I like going to the races, I like the mechanical side to it, the set-up. I don't know what I'd do without my motocross. I've tried packing up – next thing I know I'm making plans for next year. I just love my motocross."



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Words by Cross Magazin Photos by Marco Rost







*The clutch and gearbox – plus the KXF frame – help to make the NEXT feel more like a conventional bike*





Not so long ago it seemed that credible electric off-road bikes were about to make a breakthrough. Companies like Quantya and Zero were riding the new wave of technology, we knew damn well that the Japanese Big Four were experimenting with battery-powered bikes of their own and KTM's Freeride project was well advanced. There was even talk of Youthstream running electric motos as part of the show on GP race days.

And then? Well, not a lot. We tested the Quantya and broke it quite quickly – although it was a drive belt, not the motor, that wasn't up to scratch. We also got to have a top secret spin on the Freeride on a visit to Mattighofen and on a flat carpark the thing ripped – the problem, we were told, was that battery technology was lagging. Basically, power and length of charge call for size and – crucially – extra weight.

The timing certainly didn't help matters as the global economy faced meltdown but there are other factors stacking up against the prospect of a new breed of electric motocross machines. To begin with – striking right at the core of the concept – while the electricity they use to power them may be green, the petrol-driven generators needed to power them away from a mains supply isn't. Then there's the whole thorny subject of disposing of used batteries.

But electric bikes have one crucial advantage – they're quiet. In fact, they're virtually silent. And with noise pollution the number one threat to tracks across Europe – if not the world – that single fact is reason enough for development to continue, even if it's not at the pace we were hoping for. Not only would this ensure the safety of existing tracks, it could also open up new facilities in inner city and urban areas.

It's difficult to imagine motocross without the sound of an engine. For one thing there's going to be some very audible bad language going into the first turn. But so far electric bikes haven't just (not) sounded different, they've also felt different to ride.

That is until now...

The product of a collaboration between Swiss engineering companies Esoro and Asmo, the New Electric Cross Tech – or NEXT – is the closest thing we've seen so far to a genuine electric MX bike. With years of electrical experience between them, the companies wanted to show the potential of combining LiPo high-performance batteries with an extremely powerful electric motor featuring a clutch and multi-speed transmission.

With mountain bike manufacturer Witchbroom on board helping with promotion as well as practical testing, the end result is not to develop a production machine – although some custom bikes will be built to order – but rather to demonstrate the potential of the technology and bring it to the attention of larger companies.

A Kawasaki KX450F chassis is the base for the Asmo motor and the clutch and transmission gives the feel of a 'normal' MX machine – except the drive is not generated by an internal combustion engine with cylinders and pistons but via an electric motor. Three battery packs – mounted as low as possible – provide the power. The first pack is in front of the engine block, number two is sitting in the rear frame and the third battery pack is integrated into the tank. The three packs weigh about 30kg between them which is considerably more than with a Quantya but they do provide around twice the storage capacity.

Because of the higher storage capacity the motor is fairly high voltage – 82 volts compared to a Quantya's 48 volts – and also has about nine hp more power. However, this extra voltage comes at a price and it weighs in at around 125kg







which is heavier than the Quantya and – perhaps more importantly – heavier by almost 20kg than a modern 450F motocrosser, albeit a 'dry' one.

When you get the bike onto a track the first thing you notice is what's missing – the sound. Thanks to the KX450F chassis the seating position is familiar and the smallest twist of the throttle shows you that there's life in this bike – the electric motor draws its power from lithium-polymer batteries and the power produced is plenty perky!

The bar-mounted clutch lever also helps with the feelings of familiarity and, despite the extra weight, adjustments to the KX450F suspension work quite well. But this extra poundage is noticeable when it comes to handling – especially when jumping – and there's something cumbersome and tail-heavy compared to the regular KX450F. But it's still got the power to clear a 20-metre tabletop and there's very little on our test track that the NEXT can't deal with compared a conventional MX bike. And this is proven by the fact that the NEXT has already gained some club race wins in Switzerland against bikes with internal combustion engines.

So to conclude, the NEXT goes a long way in bridging the gap between electric off-road bikes and conventional motocross machines. Fun to ride with the feel of a proper MXer, even if a combustion engine is still the better option the NEXT is a real hit. Viva e-volution!

For more info go to [www.witchbroom.ch](http://www.witchbroom.ch), [www.esoro.ch](http://www.esoro.ch) and [www.asmokarts.com](http://www.asmokarts.com)

*The NEXT packs 30kg of battery power and this extra weight is apparent*



## SPECIFICATIONS

### NEXT

**Engine:** Permanently controlled DC motor

**Transmission:** Five-speed

**Battery:** 82V lithium-polymer

**Travel time – MX:** 20-25 minutes

**Charging time:** One hour with express charge

**Weight:** 125kg

**Transmission:** Chain

**Frame:** Aluminium

**Fork:** Kayaba 48mm USD

**Shock:** Kayaba

**Seat height:** 965mm

**Price:** on request

**Contact:** [Michael.Zeller@esoro.ch](mailto:Michael.Zeller@esoro.ch)  
or [thomas@asmokarts.com](mailto:thomas@asmokarts.com)



*Plug it in, charge it up  
and then let it rip...*







# CUSTOM FIT!

**WITH A CHOICE OF PEG AND BAR POSITIONS PLUS LAUNCH CONTROL AND FOOLPROOF ENGINE MAPPING OPTIONS, THE 2012 KX450F COMES ALL READY FOR YOU TO DIAL TO YOUR STYLE...**

Words by **Jeff Perrett** photos by Kawasaki

**I**s Kawasaki the first of the Japanese Big Four to really step up their game since the arrival of KTM's 350? It certainly feels like it. No doubt about it, KTM's 350 has shaken up the market and given motocross clubman around the world an exciting and different option when they consider buying a new bike in the MX1 class. Judging by the number of those orange 350s you can see bombing around at regional races it looks like it's an option many racers are taking.

It's a pioneering move by KTM which at this moment in time appears to be paying off – especially considering they are also still churning out a 450. Right now there's no sign of any of the Japanese manufacturers following suit with a

350 but there's definitely enough evidence from Kawasaki's 2012 KX450F to suggest they've taken note of the characteristics of the 350 and appreciate that maybe a smoother, easier to handle bike is what's needed.

Let me start by saying right off the bat that this bike is a big improvement on previous KX450Fs and in so many areas. There's been a whole host of changes and improvements that effectively make this feel like a completely different bike. Apart from the suspension which has only had minimal upgrades it's as good as a completely new bike from the ground up and a much more consumer-friendly motocross bike for it in my opinion. >>



| bike test

*El Perretto puts the new 450F through its paces at Gallarate - this could be the bike to offer a realistic alternative to KTM's 350 SX-F*







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Take the ergonomics for example – there's been a huge improvement in this department. The bike now has a much slimmer and flatter feel and it's much easier to shift your weight around but Kawasaki haven't stopped there. They've really thought about this. What they've done is give the rider options by introducing adjustable footpegs and four alternative handlebar settings to allow vertically challenged figures like me right through to bendy beanpoles like Peter Crouch the opportunity to get the bike more suited to their needs.

The handlebars are set as stock on the second option forward which means you can move them 10mm back or 15mm to 25mm forward. The footpegs can be lowered by 5mm and although that doesn't sound much believe me it makes a substantial difference, especially if you're tall. Even if you're not on hard pack corners it gives you that slightly lower centre of gravity to push on the outside peg, giving you more confidence and traction. If that's still not enough to tailor it to your needs there's an optional rear suspension rod which is 1mm longer. Again, it doesn't sound much but what that does is lower the bike by 4mm at the centre of the seat. True that still doesn't sound much but you'll be surprised how much you'll notice the difference in the feel when riding.

The whole bike feels easier to throw around and the new slimmer design definitely helps. The rad shrouds now seem to start off narrower

**Footpeg and bar position can be personalised to make the bike fit the rider – even someone as strangely shaped as Jeff**



**For 2012 the KX450F is slimmer and easier to throw around**



between your legs and then project out in a straight line as you slide your leg forward – that balloon shape effect as they wrap around the radiators has gone and that's a good thing. Especially when sliding your leg back when hanging it out in corners. Not only that, they have improved airflow and look sharper – so that's rad, rad scoops then!

In fact the whole bike just looks slicker with new side panels, a much improved rear mudguard and more seamless joins. Add the bling blue anodised hardware parts like the fork caps, oil caps and plugs on the side of the gearbox and a little dash of blue in graphics and you've got a bike that's more attractive than before and let's be honest we all look for that. The new seat finishes off the look but that's not just cosmetic. Finally, finally, it seems that Kawasaki have made a seat that won't blow out soft. It's flatter, slimmer and not so deep and my god it's better for it.

The improved new seat sits upon a new, smaller fuel tank which is down from seven to 6.2 litres, is 100g lighter and sits 20mm lower at the top which all helps give the new improved feel. The aluminium perimeter frame is still made of forged, extruded and cast parts but is also a new design that is 4mm slimmer across the widest part of the two down tubes. They too have had been worked internally with new cross sections that give more flexibility at the top but more rigidity low down between your boots

where the frame actually widens to give better grip and a more solid feeling landing off jumps. The frame narrows at the bend below the seat to give a better riding position and compliment the rad shrouds.

There's new Uni-Trak rear suspension which mounts lower under the swingarm than previously, giving the bike a longer rear suspension stroke and allowing for more precise shock tuning which is obviously a plus. The tie rods have less rigidity which helps give a smoother feel and get power to the ground.

Another positive improvement are the forks. I reckoned the dual chamber effort was the bike's weak point for 2011 – they were just too soft and I felt you certainly had to take Kawasaki up on their option of the stiffer spring. Well, I'm pleased to say that's not the case this year. They still come with the diamond like carbon (DLC) coating on the outer of the sliders and have the Kashima coating on the inside and I have to say they are plush and give you confidence (even with a new slimmer Bridgestone front tyre that rolled its knobbles all day – sounds painful and at times it was)...

The lower triple clamp now splits at the rear and not on the side to give a more rigid and assertive feel through the bars. The most important change to the suspension though is that it's better balanced between the forks and the shock and the stock settings are at a stiffer starting point. I think they're pretty





The KX450F has established an enviable reputation as a stunning and supremely powerful MX1 machine. Designed to provide awesome traction by delivering a broad punchy powerband through stunning chassis components – the KX450F drives solidly from holeshot to chequered flag time after time.

# HOLESOT TO FLAG

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To give you the best start to the 2011 season, Team Green have teamed up with The Professionals Moto-X Training School to give owners of official 2011 KX or KLX machines a reduced cost training session. Whether you're learning to ride off-road for the first time, or racing the British Championships, The Professionals will take you onto the next level. See your local Team Green dealer for full details.

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\*These training organisations are not owned or managed by Kawasaki Motors UK. Please call them directly on the numbers listed for booking enquiries and specific information regarding their facilities and accreditation.



*With launch control as stock and a choice of engine mapping options, this is a high-tech hauler*



much bang on for the average rider whereas before you had to stiffen the bike up a lot more on the clickers (especially if you didn't change the fork spring) and before you knew it you were running out of adjustment.

So it looks better, it feels and handles better but is the motor better? In a word – yes! It's much smoother and less tiring to ride. Kawasaki have achieved this with a whole host of changes to the motor and ignition. The most revolutionary of which is the new launch control, a first for a stock motocross model.

Kawasaki have really gone to town on the ECU for 2012 – not only have they fitted the launch control but they've also given the rider three easily replaceable mapping options. For me this combined with the adjustment of the ergonomics is a real winner. You really can cater a bike closer to your style of riding than ever before.

The launch control is brilliant and definitely works. Just press the button on the left side of the handlebars until it starts flashing to tell you it's enabled, then go through your usual start routine only with less fight to keep the front end down. In fact, it's the complete opposite and it's

actually harder to get the front end to rise up. It only works in first and second gear then once you hit third it switches off automatically. It really does make a difference and bearing in mind the start is such a critical part of the race it's a masterstroke.

The adjustable mapping is so easy to change that a chimp could do it – and not even a trained one. The four-pin DFI couplers come in three easy colour choices – white (soft terrain), green (standard) and black (hard terrain) – that you simply plug in from easy access on the side of the headstock. Like the launch control you really can notice the difference and, get this, you can even easily fine tune each one of the three colours to your own personal needs through Kawasaki's KX FI Calibration kit and your laptop giving you even more set-up options. It even has fancy 3-D mapping charts...

In the motor there's a host of changes to sync up with the EFI and ignition and improved reliability to handle the change in the power curves. There's a new bridged bottom piston (the industry's only mass produced) that's stronger and gives more mid-range power and it also has a thinner top ring. A new intake cam has a

0.4mm higher valve lift that allows more air in to improve low to mid-range performance. The wedge-shaped crank web reduces engine vibration and helps give the bike this new, smoother power delivery.

The gearbox has also had an overhaul to match the wider powerband. They've increased the dogs and slots from three to four and altered the angles so there's less chance of a missed gear. The first gear is now 12mm and not 9.2mm and therefore more durable (although to be fair, I hardly used it). The shift fork stroke is now 4.4mm and not 5.3mm which lightens the load when shifting and gives a more positive feeling.

A complete new exhaust system has been designed to suit the improved engine but also mass centralisation has been considered. There's now a 60mm shorter, stockier tail pipe and the stainless steel header pipe is now tapered to increase the mid to top-end RPMs. Add that to changes made to the motor and features like the 43mm throttle body that uses two link shafts which opens the throttle more quickly after the 3/8 position and various other little tweaks and you've got yourself a sharp, responsive and easy to manage powerplant.

The brakes are pretty much as they were apart from the introduction of a wavy front disc. Could they be improved? Yeah of course – most things can – but for the time being they're still strong and certainly enough to stop a club racer in a hurry. The clutch also has a nice feel made smoother by a revised spring rate and that smooth feeling seems to be the overriding factor of the 2012 KX450F.

Simply put it's a much improved motocross bike. It's been made easier to ride without any compromise on the power output and credit to Kawasaki for that. The adjustments available to the rider are the real plus for me though. The adjustable mapping is quick and easy to change and, more importantly, it works. Add that to the fact that you're able to fine-tune your riding position without spending a fortune and you've got a virtually fully tailorable machine...

## SPECIFICATIONS

### KX450F

**Capacity:** 449cc

**Bore and stroke:** 96mm x 62.1mm

**Transmission:** Five-speed

**Fuel tank capacity:** 6.2 litres

**Front suspension:** Kayaba 48mm  
(314mm travel)

**Rear suspension:** Uni-Trak  
(315mm travel)

**Front brake:** 250mm disc

**Rear brake:** 240mm disc

**Seat height:** 955mm

**Wheelbase:** 1480mm

**Ground clearance:** 330mm

**Kerb weight:** 113kg





# BROTHERS IN ARMS

**UP UNTIL THIS SEASON TOMMY SEARLE AND MAX ANSTIE HAVE FOLLOWED EERILY SIMILAR CAREER PATHS – AND NOW THEY’VE BOTH SHELVED THEIR AMA AMBITIONS TO CHASE GP GLORY WITH CLS MONSTER ENERGY PRO CIRCUIT KAWASAKI...**

Words by Jeff Perrett Photos by Nuno Laranjeira

**W**hat do you get when you mix two talented, young British motocross racers with arguably France’s top MX team, the world’s best bike tuner and a large helping of desire? Potential world champions, that’s what...

At least, that’s what we’re all hoping for here in Blighty anyway.

I’m not going to bang on about the incredible talents of Tommy Searle and Max Anstie. We all know what they’re about and how they want to be world champions and that they’re now team-mates on the CLS Monster Energy

Pro Circuit Kawasaki team.

What I wanted to know more about is how they’ve both gone from that early promise in UK youth motocross with Kawasaki to join KTM, then both head across the Atlantic only to then cross the ocean once again finding themselves back in Europe with the same team.

I caught up with the pair of them individually at the French GP to find out what’s been going down for them over recent years. I set them off with the same question and we rolled from there starting with...

>>







*Tommy's currently sitting third in the world but he's got his eyes on the biggest prize*



## #100 – TOMMY SEARLE

**DBR:** Is this where you expected to be at this stage of your career?

**TS:** "No. When I went to America I was 18 so it was a big step to move there and I thought I was going to be there for a long time but things change and make you realise different things. When I was there last year I wanted to be back here so that's where I am right now."

**DBR:** From the outside looking in it appeared that KTM didn't seem to have the programme to compete for championships in America while you were there. Would you agree with that and any regrets there?

**TS:** "Yeah, I agree with that. The programme with KTM when I went to America was nowhere near ready – it wasn't even a programme really. It was a last-minute effort they put together so credit to them for that but it was far from ideal."

"They did their best but they knew they had to step it up and now they have by investing and getting Roger De Coster in. It was nothing like that when I was there. No real regret though, I wanted to go to America so I did."

**DBR:** It didn't go to plan for various reasons – one of which was niggling injuries. How much did they hold you back?

**TS:** "The first year over there went pretty good I thought. I didn't know what to expect and at the first round I went 4-4 and then I was on the podium a few times after that. At the end of the year I had a few crashes and things that like but overall I was happy with how it went. Then I carried that on to my first year in supercross but that's when the problems started with the team really."

"I had no team-mate and was riding the supercross track on my own with no-one to gauge my speed or discuss set-ups for supercross. I think if I had a team-mate to ride with I would've got a better feel and known where I was at. So I feel we came into the supercross not really knowing where we were at even though we'd done a lot of riding. I got seventh at my first race and then the week after that I injured my

shoulder in a small crash and tore the nerves in it. It was one of those injuries that I just couldn't do anything with. I couldn't lift my arm in the air and had very limited movement – it was like a chicken wing! It started to feel better after a week and I started riding again but then I knocked it again and went backwards."

"I went out in the first National race and got a second then in the second moto I was running fourth, made another small mistake and went over on the same shoulder and that took it right back to square one. I was frustrated right away because after that first moto I felt I would be a championship contender. I thought if I could get through the next round I could keep myself in the hunt because we had a weekend off after that."

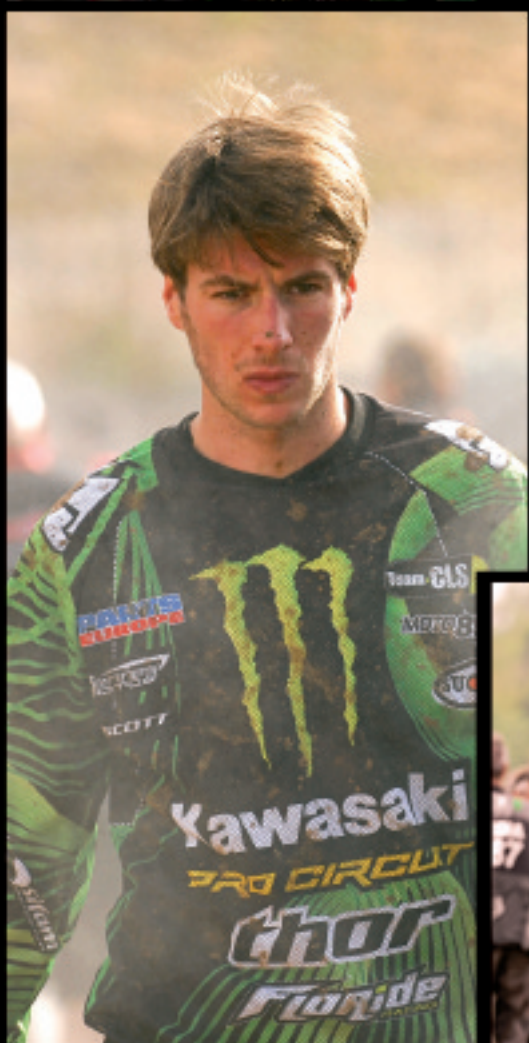
"I went 13-13 at Texas but I knew I was in trouble – we had to tape my upper arm into my body and I just couldn't hold on properly and I knew it was going to take a while for it to come right again. I went to the next round and got a fifth and eighth which was a little bit better but far from ideal. We then got to the next round and I got hit on the shoulder coming out of the start and just like that I went right back to how bad the injury was when I first picked it up. That's when we decided it just wasn't going to work out if I kept riding so we hung it up for about eight weeks I think until I felt strong again."

"It all felt good – maybe not 100 per cent in reality but it wasn't causing me any problems and I was pounding out laps on the practice track okay. I came back and had one of those freak crashes, landed on it again and that was it. After that we thought 'f\*\*k it, we've got to do this properly' so we called it and ended the season right there."

"I had a nerve induction test and they found that the nerve wasn't working anymore and restricting the movement, obviously it wasn't doing what my brain was asking it to do. They said all I could do with it was give it time."

**DBR:** Though all that did you ever start thinking about coming home? Were you getting homesick or regretting

Tommy won the French GP but he needs to start reeling in Roczen and Herlings if he's to lift the MX2 crown



your decision to go and race in America?

**TS:** "No, I wasn't regretting my decision to come to America. I'd settled by then. By the time all this was happening I felt at home and just accepted the injury as part of racing – the same thing could've happened to me at home racing the GPs. I was happy to stay in America for this year and got offered good rides but there was this ride with CLS and the chance to race supercross as well so I thought that was a great deal and I'm happy to be here right now. I want to race supercross because I feel like I've never had a proper run on it with all the issues with the team and then the injuries. I think I did okay because it's not like I have a supercross background or I'm renowned for it."

**DBR:** Obviously the aim is to win the world title but do you look further than a year ahead?

**TS:** "I'm still very young and have one more year in the MX2 world championship if I want it. Right now I'm happy and enjoying being back home and racing GPs. The options for 2012 as they stand right now are to go back to America in the Lites class or stay here in the MX2 class, hopefully to defend a title! If I do stay, title or not I'll probably try and sort a two-year deal – one in the MX2 class and then move up to MX1 for the second. If I go back to America then it will be supercross as well. I would like to give that a really good shot."

"I think America is still the hardest place to race because you have supercross and the outdoor, that's what makes it so tough. The outdoor on its own isn't any harder than the GPs – just different – but when you race the supercross as well it makes it much tougher and a very long year trying to stay at your peak."





Max has wasted little time in adapting to the GP lifestyle



Dad Merv plays a big part in steering Max's career

## #99 – MAX ANSTIE

**DBR:** Is this where you expected to be at this stage of your career?

**MA:** "No, not really – I guess because we moved to America – but having said that I'm happy I'm here and I take every step as it comes. It's such a big thing for me racing in the world championship and obviously it's been a dream to be a world champion."

"When you're a 65cc rider you look up and think the pros have it so perfect and it's so cool but it's tough to get that last piece of jigsaw in place. I realise my goal isn't that far away and I've just got to keep putting in the work."

"I like doing the GPs but most people look to the AMA Nationals and supercross as they come through and I always have. I started over there with my pro career – I moved over there when I was 14 and have spent a lot of time there. I've done a season of outdoors and a season of supercross over there and I've sort of done everything in the shortest amount of time and it's gone really fast and I've learned a lot. I've got one more year here next year and I've already learned so much. It's not where I expected to be but now I'm here I'm glad that I am."

**DBR:** So how have you settled back to life in Europe?

**MA:** "Strangely, it's taken a while. Just with where you're based and stuff is so different from America where you can ride every day and train every day right up until the race where it's just one day. Here it's such a

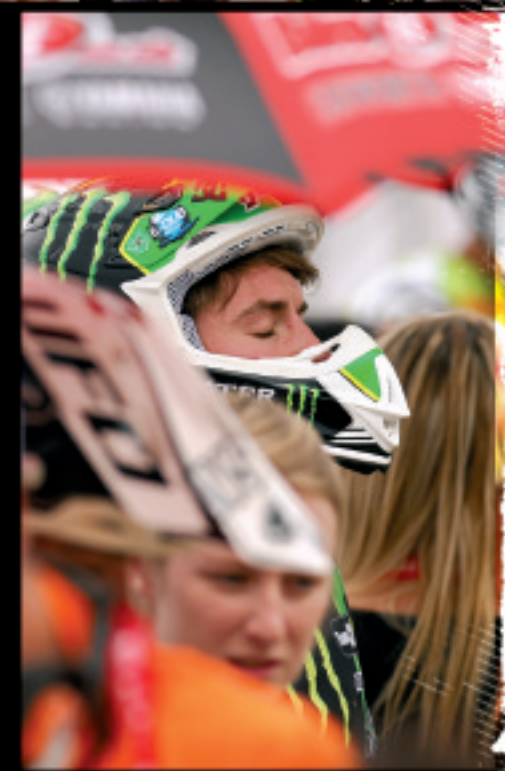
long weekend and then there's all the travelling in the week so it's been tough for me to adjust to that but I'm getting there now."

"We've just found a base out in Holland so I'll be more settled and can get into a routine. Before the season started my dad didn't come over from the US so I based myself in Belgium with one of my old mechanics. It was good – don't get me wrong – but it wasn't what I'd been used to. It was hard to get a proper programme going like I had back home with dad and the culture is different – the food, the people, the weather, the way of life... Now my dad has come over we've got it sorted. At first we were working out of England but it was more travelling again having to cross the channel all the time. I think you just need to be in and around the team for it to work – well I believe I do. Now we've done that it's working out much better."

**DBR:** Tell us about your time in America – was it everything you expected it to be?

**MA:** "I went to America and rode the amateur races and had a great time and, yeah, it was everything I expected it to be. Good weather, good people and you can always ride. We built a base over there with a family home, two supercross tracks, an outdoor track and a gym and I will be going back there in the winter. No question – that is my home. I will be going back to race the supercross."

"One thing I learned about racing in America – >>>







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# TEAM-MATES

## TOMMY ON MAX

"It's good, I mean we get on well enough yet at the same time he's a rival like everyone else so there will always be a certain degree of distance. I think he's still got a lot to learn about racing over here and just growing up in general but that will come – he's young and has had a pretty sheltered life really.

"Where he lives in California all he does is ride a bike and not much else so I think coming back to Europe and racing the GPs will help him a lot mentally with what life throws up. Coming back and being around everyone, you have to grow up and I think that's the position he's in now. When he learns a little bit more and grows up I think he'll make that next step like we've all had to do.

"No doubt he's got a lot of talent and skill on a bike so I think he has a good future if he can get through the next couple of years and make that step up. I did it in a different way, I made that step earlier. I moved out and away from my parents when I was 14 and went to live with Jamie [Dobb] so I had real good guidance but not with the kind of protection a parent will give you on a daily basis so I learned a lot and maybe grew up quicker because of it.

"It helped me mentally at an earlier age to Max. He's 18 now and I had already been second in the world twice by that stage. It's not just about what you can do on a bike, so many other factors play a part in being successful. I think the steps I made helped me more compared to where he is now but now it looks like he's going through that stage. He has good guidance from Merv but sometimes it's good to have other people around you than just your family if you know what I mean?"



you have to be on the best bike to win and in America Pro Circuit is the best lites team. So that's why I'm here now – with this opportunity I have a way of getting in through the back door. When I go to America I visit Mitch and the factory and we're building a relationship with them through CLS. I could've stayed in America this year but unless you're pushing for wins you're not going to get on the Pro Circuit team and it's hard to compete for wins if you're not on the team. It's a tough ride to get – that's what makes it so special for riders that make it onto Mitch's team."

**DBR:** Now you're back in Europe are you missing America at all?

**MA:** "Maybe the weather and the comforts of my home there but I have to be honest it's nice to be back. I've raced Jeffrey [Herlings] and Ken [Roczen] before so it's like catching up with old friends really, like Jordan Booker. I used to race with Jordan in the 65s and we were best friends then and now we've hooked up again so it's cool.

"It's been great to see all the British fans at the races and also catch up with some of my riding buddies. It's just about perfect for me right now. I feel like I'm riding for the best team for me with a good bike. It was a little strange when I first came home to England because I hadn't really raced in the UK since I was on a 65cc. I came to Hawkstone and the support I got really surprised me and it felt great."

**DBR:** How do the GP tracks compare to the US Nationals?

**MA:** "I watched the DVDs from last year's racing because I'd never been to any of the tracks except Valkenswaard and Lommel. I thought 'I can go faster than these guys – they're not scrubbing this, they're not

doing that' because in America you're used to going flat-out and scrubbing the crap out of everything and being wide open with the bars dragging around every corner. Then you come here thinking you can ride faster than anyone and do what you do in America but when you line up at the tracks, the tracks are hard! They don't allow you to do that. There's hard pack ruts and kickers, you're in mud then dry, rocks, everything – and that can sometime just be on one track on the same weekend.

"France for example was such a technical track even just to get around. I honestly think a high percentage of club riders wouldn't be able to get around that track without crashing it was that tough. Yet you go to Pala [the venue for the final AMA National] and you'll have vet riders who are 65 years old able to ride round there all day. The tracks vary more in Europe too. You go from places like Valkenswaard to St Jean d'Angely that are like two completely different worlds. In America it's more like if you're fast at one track you'll be fast at them all."

**DBR:** Do you feel like you're finding out more about your strengths and weaknesses by racing the world championship?

**MA:** "Yeah, for sure, I mean I'm growing up and being out of what has been my comfort zone is helping. I'm 18 now and learning how to deal with people, deal with the team, every day life you know? I'm now becoming more independent and becoming more professional I guess."

**DBR:** You've always seemed very comfortable and relaxed at races and happy to chat to everyone – is that something you consciously do?

**MA:** "No, that's part of going racing and why I love it. The fans are part of what makes being a professional great. I always want to put on a



Tommy with Harry Nolte



Arsel



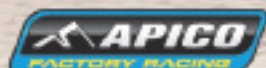


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good show for the fans and that's why I like talking to all the people. My dad has always kept me grounded and made me realise the racing is the real fun part. I love to race and I love to win and if I'm having fun doing it then even better. The whole family has sacrificed everything to go racing and the aim is to win – that's why we do it but you've got to get the balance right."

**DBR:** Now you're a little bit older, a professional and racing a new series is pressure starting to rear its ugly head?

**MA:** "Erm, no. I've been racing so long racing is racing to me. Yeah, I'm riding for a high-profile team and I have to justify the faith CLS, Mitch, Kawasaki and everyone has put in me but it actually gives me more confidence and I don't feel the pressure. They all put in 100 per cent effort to the job and so do I and we always will. Sometimes it doesn't work out for us but we all keep working together. We're in professional motorsport and you can't win on your own. The team do their part in supporting me and giving me a great bike to race, then I have to race it as hard as I can and do my bit in putting that bike on top. So I understand how that is a degree of pressure on me but I don't think like that or it will affect my riding."

**DBR:** So you don't reckon you'll feel any pressure at

your first British Grand Prix then?

**MA:** "No, I don't think so – I'm sure I'll be buzzing and confident. It's going to be awesome. I want everyone there with the flags cheering all of us Brits on because it definitely lifts you when you see and hear everyone going wild. I want the streakers there who were at Matterley at the des Nations doing their front flips again! I remember being there for that and how cool it was so I'm really looking forward to that. Obviously I want to win and I'll certainly be trying as hard as I can like I always do and I'm sure the fans will make that difference and find me some extra speed. I'll be busting some fat whips to fire them up that's for sure."

**DBR:** Do you feel that you're on track with what you want to achieve?

**MA:** "Yeah, I feel I am. Obviously the goal in any race is to win. I do feel that everything is going to plan – there's a lot of races to go and I just want to take one race at a time and get this first season under my belt and then see where we are and make the next step. I want to go back to America and race the supercross and come back here even sharper for 2012 knowing what to expect. I've learned so much already over the last few years. It's almost crazy just trying to soak it all up really but it's all going in and I feel on the right track to becoming a champion."

*Max was amazed by the warm welcome he received from British fans at Hawkstone*



## TEAM-MATES

### MAX ON TOMMY

"We have fun and take the Mickey out of each other like most blokes do. When I first went to KTM when I was 14 he was second in the world and I started riding with him when I was in the 85s so I've known him a while now. Then when we went to the States he was English, I was English so we hung out a little there too and then all of a sudden I was racing against him so naturally that changed it a little bit because you then become rivals on track but it's all cool off it."

"He's obviously putting in the work like he always has and believes he can be a world champion this year. I think it's a little bit tougher than he expected – the guys over here are going really fast. We talk about settings on the bike and the track and stuff like that. In the week when we are going practising he'll help me out so it's cool like that."

"He's got the experience with GPs where I have none really. I'm learning off him as we go but I want to beat him and he'll know that. Everyone wants to beat their team-mate, everyone out there would like to win and that's natural – that's why we all put in the work we do."





*The first of the new breed  
of 450cc rally bikes, what  
Coma's KTM loses in  
speed it gains in handling*





# DUNE BUSTER!

THE UNDISPUTED KINGS OF THE DESERT, KTM MADE IT 10 DAKAR WINS ON THE TROT THIS YEAR THANKS TO MARC COMA AND THEIR RADICALLY REVISED 450 RALLY ROCKET. WE FLY OUT TO DUBAI TO TEST IT...

Words by Robert Lynn Photos by KTM





# TECH STUFF:

## ENGINE:

The 450 Rally runs a 450SX-F motocross engine that's modified to meet reliability requirements for rally. The majority of the SXS internals remain although the con-rod is replaced by a high-strength Pankl one. Increasing the oil pump capacity, adding an external oil filter and oil cooler and running a Hinson clutch system while reducing RPM to 11,700 ensures the 450 Rally engine goes the distance. The transmission remains five-speed but with slightly wider spread ratios.

## FRAME:

Rally fans will instantly notice that the 450 Rally still retains the distinctive trellis frame of its predecessor, the 690 Rally. After initially testing the EXC frame, KTM quickly reverted back to the lightweight chromium molybdenum trellis frame as it offers superior handling and stability for desert riding. By also running the 690 swingarm the 450 Rally becomes more rally spec than just a motocross bike tweaked for desert racing.

## SUBFRAME:

The subframe is effectively a 12-litre capacity plastic fuel tank. Self-supported with no frame rails to act as additional support, the subframe is simply bolted directly onto the rear of the frame. A breather pipe is fed out underneath to vent the gases. A manual fuel switch links it to the main fuel tanks located on each side of the bike to provide a whopping total fuel capacity of 35 litres.

## BELLYPAN:

All solo rally competitors must carry three litres of water somewhere on their machine and KTM do so by using the bellypan as a water carrier. Located on the lowest point of the bike, the added weight minimally affects the bike's centre of gravity but also acts as an excellent skid plate for sliding and bursting through the sand dune peaks!

## SUSPENSION:

The factory rally bikes run WP suspension front and rear. Different than the customer spec 450 Rally, Coma's bike has been upgraded to 'special' 52mm cone valve units the factory mechanics are reluctant to talk about! The WP Trac rear shock is connected to a pro-lever linkage system and not a PDS one. Finally, a Scotts steering damper aids extra stability and less nose twitching on a full fuel load.

## EXHAUST:

The 450 Rally features a distinctive single-sided Akrapovic titanium exhaust system. The three-piece exhaust is routed downward from the exhaust manifold under the engine past the footpegs to the left-hand side of the bike while being protected by the bellypan. It's then fed skyward with the end can mounted to the subframe to produce an ear-rasping note. For 2012 KTM will work closely with the Slovenian manufacturer to meet new noise regulations.

## WHEELS:

The wheels comprise KTM spec hubs laced to black Excel rims shod with Michelin rubber and desert mousses front and rear. The rear hub utilises a cush-drive system to relieve pressure on the gearbox and chain under acceleration. The chain guide is KTM spec but with the aluminium casing removed. Supersprox provides the sprockets.

## AIRBOX:

The airbox featuring a TwinAir filter is located directly above the 450cc engine. Featuring a unique U-shaped airflow design, the system feeds fresh air into the large carbon fibre airbox through a duct located above the radiator before entering the 41mm Keihin carb. The airbox location is ideal for rally due to its easy access while the subframe protects it from the clouds of sand kicked up by the rear wheel.

## COCKPIT:

The cockpit is the brain station providing a rider with the only means of communication between himself and race officials. It features a host of high-tech gadgets including the scrolling road book operated by a thumb switch on the left handlebar with an extra one on the right for back-up. Two trip masters record the kilometres. Two safety tracking devices are linked to the GPS provided by the organisers while the sentinel acts as a virtual flare gun used to pin-point a rider's location in times of stress.

## AESTHETICS:

Acerbis take care of the 450 Rally bike plastics to give it its instantly recognisable rally spec looks. A low-hugging front fender is run on the front to allow maximum airflow into the huge single-piece radiator. Wrap-round handguards and soft foamy rally grips keep Coma's hands safe and blister-free. Selle Dalla Valle provide the supple soft suede rally saddle with a front pocket for storing the all-important timecard.

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The great man at work –  
Marc Coma tears up the  
desert on the 450cc KTM



Despite its 450 SX-F engine, the  
trellis frame and 690 swingarm  
make this much, much more  
than a tweaked motocrosser





**W**hen KTM ventured into the world of rally racing 15 years ago they were taking on the might of BMW and Yamaha.

After five years of quietly learning the ropes and building a team they took their breakthrough victory in the 2001 Dakar Rally on their LC4 660R in the hands of the late, great Fabrizio Meoni. Since then they've never looked back.

Even with capacity changes and a major shift in geography the results have remained the same with the 2011 rally seeing the Austrian marque record their 10th consecutive win. It was the first 450cc victory in the history of the event and came on a bike they didn't originally believe in!

When the FIM announced the impending engine capacity reduction, KTM seriously considered ending their participation in the rally. They felt the new rules weren't in the 'spirit' of rally which had always been about big-bore machinery. But with a record-breaking victory within range they accepted the challenge, rolling onto the startline in Buenos Aires with what we see here –

the 450 Rally.

Taking the 450SX-F engine that was already a race winner in world championship motocross, they mated it with the 690 Rally chassis, fine-tuning the fiery engine characteristic to better its reliability. And 15 days later Marc Coma would ride across the finishline in Buenos Aires victorious.

When I was given the chance to throw a leg across Coma's actual Dakar Rally winning bike I jumped at the opportunity. Before I could turn a wheel there was the hassle of the flight to Dubai and the formality of the pre-test rider's briefing. But once that was out of the way I could finally suit up and get down to business.

Although it was overcast, the midday heat left me sweating just completing a simple task like buckling my boots. I reckon maybe nerves were playing their part too as I threw my leg over KTM's next generation rally bike – the exact one that had taken Marc Coma over 10,000 clicks to this year's Dakar Rally victory.

After another short briefing from the KTM mechanic to be wary of stray camels I fired her up and we were off. I say 'we' because not only was I riding Marc's bike,

he was acting as my guide for a sighting lap of the 5km test loop marked out in the dunes. Just in case you're not quite up to speed on rally racing and its stars, the MX equivalent would be Stefan Everts taking you for a few laps around Lommel!

So I followed him down the gravel road and out onto the loop. For a sighting lap he wasn't hanging about and I didn't want him to get away...

I don't know what it was but within the space of about two gear changes I was at home on the bike. When you look at the bike decked out in its rally plastics you expect it to be big, bulky and awkward to handle but it felt like any other motocross or enduro bike I've ever ridden. It was nimble, light and agile and far removed from the cumbersome image I previously had of it.

Initially I was too timid with the power of the engine and let it labour too much running tall gears. I thought the engine would pull me through the sand but riding it in that manner quickly showed its faults. Watching Marc ride just a couple of bike lengths in front of me was the best masterclass in desert riding that anyone could have asked for. With

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## EVOLUTION:

### COMA QUOTE

"The 690 Rally bike will always be in my heart. It is a bike that I helped to develop and one that I took my first Dakar victory on so it is not easy to forget. I see this move to 450cc as just another evolution within the sport and I am happy to ride this bike.

"It is a lot different to the 690 – in some ways better but in other ways it is not. The 450 Rally is lighter and agile. It is now possible to ride it like an enduro or motocross bike. You can attack obstacles harder, jumping and skipping your way across the dunes. To ride like this was not possible on the 690 Rally and so I enjoy riding it more on the technical stages.

"The 690 Rally was obviously much faster on the open track sections but overall I prefer this change in machinery and do not miss racing the 690 Rally too much."



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## PERFECT PREP PREVENTS...

### P\*SS-POOR PERFORMANCE

KTM not only had the SX-F and EXC 450 engines to choose from, they also had the ATV motor. Initial bench testing showed promising results but it was the location of the front sprocket that would ultimately prove the project unfeasible.

The durability testing of the 450 Rally resulted in numerous trips to the dry lakes of Tunisia. A 30km loop of nothing but sticky mud ridden at full throttle was the perfect venue to test the 450 Rally to destruction. Thousands of kilometres showed engineers which engine parts could go the distance and which parts couldn't.

The single most important thing that KTM learned during the Dakar Rally is that preparation pays off. The countless hours spent testing on the dry lakes of Tunisia resulted in surprisingly few problems during the Rally. With regulations allowing competitors to use up to a total of three engines to complete the 10,000km route, KTM saw all four of their factory riders reach the finishline in Buenos Aires.

Evening prep was a relatively stress-free period for mechanics who needed only to spanner the simple tasks of an oil and clutch change and fit a fresh set of wheels and air filter.



© Job Vermeulen/Red Bull Content Pool

Coma in action in the Abu Dhabi Desert Challenge



© Jörg Mitter/Global Newsroom/Red Bull Content Pool

sweeping lines he skipped and danced along the desert floor, effortlessly blasting up the faces of dunes, coasting across their peaks and powering down the other side. By trying to mimic his movements, everything began to click into place and work together as I found myself using the engine in the manner that was intended.

This motor needs to be revved. Right from the bottom of the rev range the power kicks in from seemingly nowhere and encourages you to crack open the throttle further and further. She's a screamer and wants to be heard which becomes all the more understandable when you learn the origins of the motor.

Given the purpose of KTM's 450 rally bike you'd have expected it to be more of a tourer and originally KTM went the route of adapting a 450 EXC machine for desert rally racing but quickly found it to be a venture in the wrong direction. It lacked stability and power but most importantly didn't inspire confidence in their test

riders. Reverting back to the drawing board, they looked at what they already had at their disposal.

And what they already had was the motocross 450 engine – the SX-F – which they mated with the trellis frame used in the 690 Rally bike. The trellis frame had proven itself in terms of stability and handling so now they needed to develop an engine to match it. Knowing they had winning performance in the 450 SX-F engine it now became a matter of ensuring it would survive the rigors of the desert plains.

Oil is the lifeblood of any four-stroke engine so naturally that became the first aspect to address. Increasing the size of the oil pump to improve circulation, replacing the internal oil filter with a larger external one and finally adding an oil cooler greatly reduced running temperatures. A large airbox, guarded by a TwinAir filter, was mounted on top of the engine to draw in clean air directly from the front of the bike. From there the air is fed by way of a U-shaped air duct into

the 41mm Keihin FCR carburettor.

Given the nature of the sport, KTM have opted out of using fuel injection. Racing in remote locations makes access to clinically clean fuel an almost impossibility and the factory felt conventional carbs can deal with poorer fuel more efficiently. Surprisingly, the majority of the internals remain untouched retaining the SXS piston, cylinderhead and crankshaft, although the connecting rod is replaced with a high-strength Pankl one – again, to aid reliability.

The gearbox remains five-speed although with a wider driveshaft. To tackle the strain of the desert sand they opted for a Hinson clutch with CNC basket, pressure plate and centre hub, complimented with a personalised CNC clutch cover. The motocross ignition curve remains but to aid reliability the RPM is reduced to 11,700. Lastly, gasses are vented through the single-sided Akrapovic exhaust system that produces a spine-tingling bark.







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At the end of the sighting lap Coma waved me past – the clock was ticking and I was intent on making the most of the time slot. The KTM was fast becoming a joy to ride and within the space of the opening lap my confidence had grown to the point of feeling like a rally pro.

I was railing berms, drifting corners, launching drop-offs and wheeling bumps. It was at its easiest to control stood up on the pegs which were wider and longer than the SX or EXC versions to allow for comfort while riding for hours on end. Early on I had noticed the belly pan rub off my toes when shifting gears but that feeling quickly faded once I accepted it was there. The purpose of having a belly pan is twofold – first it acts as a water carrier and it's also a handy skid pan that helps to prevent beaching on the dune peaks which I later found to work to my advantage...

The most difficult part of the bike to get used to was that which symbolises a rally bike most –

the central controls that become a rider's lifeline between himself and the outside world. The tier of road books, trip masters, safety trackers and GPS systems located behind the headlight stands proud and tall which is the weirdest part about the ergonomics of the bike when riding.

At first it blocked my line of vision. I tried to look around it – leaning to the left and to the right and then over it – until, soon enough, I began to look past it and read the road further ahead. Before long it had become part of the package and I no longer noticed it was there.

Cutting my way through the sand at speed it now became a challenge to look down at the road book and follow the directions intended. Letting my eyes leave the course to read the jargon written just below my nose seemed impossible and further shows just how good these riders are at multitasking as they blaze a trail across the desert. Even on a loop I was familiar with the track was hard to follow yet the

challenge of riding a race like the Dakar is to race committed across fresh tracks for the first time, constantly reading and reacting to the endless change in terrain.

Out in the desert, hidden drops and bumps can appear from nowhere and with the glare of the scorching sun and sweeping wind quickly fading out the tracks I'd just ridden I was sometimes left second guessing which dunes could be charged at and which needed to be tackled with care. Giving it gas, the KTM easily blasted towards the summits of the dunes as I cut diagonally through the peak to avoid getting beached while hoping I'd correctly guessed my speed.

The bike delivered everything I'd expected it to and had some unexpected benefits as well. Endless power and factory handling were a given but more importantly for someone like me – not just an off-road legend like Marc Coma – it was very rideable.



## DAKAR 2012:

### LOOKING AHEAD...

With development a never-ending cycle, no doubt this summer will see another hectic battle to be ready for Dakar 2012?

"Surprisingly not!", says Stefan Huber, Coma's mechanic. "Development will always continue, riders will always ask for more and more power but from our findings of this year's race we have no major problems to solve. There are some small issues to address between the engine and chassis. This is to hopefully produce a better and more fluid stability of the motorcycle."

"Our only major concern at the moment is exhaust testing. With noise reductions being implemented in rally we must work closely with Akrapovic to meet new settings while maintaining optimum performance."

And what about fuel injection? Will we see KTM use it in the near future? "At the moment that answer is no," continues Stefan. "The remote locations we visit when racing make it hard to trust that the fuel we use is clean and dirt free. These dirt particles can block the many tubes and sensors of a fuel injection system and cause a failure. We are looking into this system for possible future use but for now we will continue with carburation."







JEM WHATLEY LEADS  
THE 1991 BRITISH 500 GP  
AT HAWKSTONE PARK

# HISTORY REPEATS?

AT THE HALFWAY STAGE KRISTIAN WHATLEY IS CHALLENGING FOR THE BRITISH MX1 CHAMPIONSHIP – TURN THE CLOCK BACK 20 YEARS AND IT WAS HIS DAD JEM ON THE GAS...

Words and photos by Jack Burnicle

**W**ith his move to Roy Emberson's Samsung Yamaha team, Kristian Whatley was proving Brad Anderson's strongest rival at the halfway stage of the Maxxis British MX1 championship and had emerged as a genuine challenger for the 2011 title – exactly as his dad did 20 years ago!

Throughout the 1980s, Jem Whatley built his racing reputation in the 250 class – winning four national titles and finishing third in a world

championship series he led during the early stages in 1984, 1988 and 1989. But his big bike prowess had been proven on several notable occasions. Selected as a kid for the Motocross des Nations in 1982, he led Great Britain to a podium finish at Wohlen in Switzerland behind the USA and Belgium and repeated this feat at Angreau in Belgium a year later.

On those outings he rode a 500 Suzuki before being signed up for the 1985 500 GP season by Alec Wright at Kawasaki. A sensational third in Austria's opening round at

Sittendorf followed by a first moto third in France put Jeremy second in the table behind Honda's reigning world champ Andre Malherbe. But he bust a wrist halfway through the year, missed the final six GPs and finished the season 13th on the same points as Claudio de Carli!

Then it was back to successful 250cc campaigns with Cagiva and Suzuki and a dismal 1990 at Mitsui Yamaha before 'Uncle Alec' once again put Jeremy onto an open classer. Backed by lugubrious chain-smoker





John Osorio, Whatley's Action Workshop Kawasaki team was launched at a press conference in which the unabashed Hampshireman threatened to depose established 500 GP old guard Dave Thorpe and Kurt Nicoll. True to his word, he won all three motos at the Foxhill Grand International and pulled off the same convincing triple at the Patchquick Trophy down in Devon prior to the opening round of the British Open (now MX1) championship at Sidcup in Kent on March 10 – the day after my birthday!

'Buck' Whatley was as relaxed and chatty as a hungover Burnicle had ever known him on race day. He'd always been a brilliant track detective – locating lines others hadn't dreamt of as a sandy, rutted circuit like Canada Heights deteriorated – and won the first two motos despite crashing in both! Paul Malin's factory Kawasaki trailed 18 seconds adrift in race one. Second time out Whatley's fall bent his bars yet he still remounted ahead of Thorpe and pulled clear again! Third race Whatley was thrashed through the fence in a first-turn clash before storming through to third place and overall victory. "I wish the 500 GPs were starting next week," he grinned.

Two weeks later he won the French international at Plouasne, defeating major grand prix rivals Jacky Martens, Georges Jobe and Billy Liles before finishing second to Nicoll at Lyng's British Open round. But disaster struck at the opening 500 GP in Switzerland. The greasy, grassy slopes of Payerne – dampened by early morning moisture – caught out Whatley during Sunday morning timed training. He passed me looking rueful (and, unusually, refusing to look me in the eye), helmet peak askew and coated in

mud. I feared the worst before finding him in the medical tent, brave, breezy but eyes clouded with disappointment as they injected a painkiller into his right wrist – to no avail. It was broken.

He would miss six GPs – as in 1985, half the season – but fortunately there was a seven-week break in the British Open series before Elsworth Moto Parc near Cambridge on May 19. "Despite my sad result there which dropped me 10 points behind I was feeling strong," claims Jem.

By the end of June he was back on the grand prix trail, showing what might have been in Italy as he harried Jobe throughout race one until tripping up on a tricky hairpin, then placing third in race two to claim third overall. A week later Whatley won the hearts of 30,000 British fans at Hawkstone Park's British GP.

Among the sand-loving Dutch and Belgian contingents he tumbled out of second spot after holeshotting race one and rescued eighth at the flag. He then led the second moto in style after leaping past Joel Smets on lap five. Half-distance, Whatley held a 100 yard advantage over Jobe but lost the front through a berm and stuffed himself over the bars. He recovered to charge home runner-up – his fastest lap a second quicker than Jobe – and claim fourth overall. Just a point off second, he received a rapturous ovation on the rostrum...

Three weeks later he was at it again, second overall in the German GP round the rock-hard blue-groove of Reutlingen before returning to British Open action at Cuerden Park. The legendary Lancashire track – about to be buried beneath the new M65 – was hosting its last British championship race.

Whatley was nervous. Virtually 12 hours spent in a car with wife



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he



# DESCRIPTION SIGNALEMENT

Beaver	Titulaire	★Wife	Femme
Occupation	GRAPHIC DESIGNER		
Place of birth	BILLINGHAM		
Date of birth	9/3/47		
Country of Residence	ENGLAND		

Usual signature of beaver  
Signature du titulaire

Usual signature of wife  
Signature de la femme

(S.13715)



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# KRISTIAN WHATLEY

## LIKE FATHER...

"Motocross is in my genes. I was always there with mum and dad, tearing round like a little nutter on my bike. Dad never pushed me. I was always mad for it. And not being pushed means I still love it. Can't get away from it!

"Dad always said we don't need to go racing – just happy going round on my Malaguti and PW50. Racing was 'not what we want' he said. He'd look all round the track, telling me when I'm going round turns if I'm on the wrong line. 'Why aren't you doing this? Why aren't you doing that?' I soaked it up like a sponge. 'Why don't you wheeler the bump into that turn?'

"We were at Matchams all the time. We constantly did figure of eights on the start straight. We also used Canford Heath near Poole. And he made me ride on crap. Rubbish tyres, slow stock bikes – so I could get quick round the turns. Go into them quick and come out even quicker so I could keep up with other kids on the straight!

"Then granddad bought me a KX65. So I started racing at 11 because of granddad. Dad was busy, involved in road racing with Crescent Suzuki [Jem was a highly regarded technician with the BSB team]. So me and mum put the bike on the back of an Isuzu 4x4 and off we'd go, riding with the Poole and Parkstone club and getting into racing a bit more. Then in 2004 granddad bought me a Honda BW85 tuned by MX World. I won the BYMX and BSMA titles that year.

"Now I travel to meetings either on my own in my van or with team-mate Jackson Evans in his VW Golf. Chill out in a hotel on Saturday night. Get racing off my mind. I actually live at the team's workshop in a mobile home. So I see Embo and my mechanics Jon and Richard every day. Go for lunch. We've knitted together like a little family. That's another reason why everything is going so well."



BRITISH OPEN CHAMP! JEM WHATLEY WITH SON KRISTIAN IN 1991

HAPPY TEAM! WHATLEY GETS IAN BROWNE LUGS FROM MECHANIC BROWNE (ESB'S DAD) + MANAGER JULIAN CLARKE - NOW KRISTIAN'S TRAINER!



WHATLEY IN BRITISH OPEN C/SHIP AT BOLTON, NORTH YORKS



Karen, their hyperactive son Kristian (aged two) and team manager Julian Clarke (now Kristian's trainer) had proved an ordeal. And he never settled all day, even demanding that mechanic Ian Browne (Elliott Banks-Browne's dad) change his rear shock back to its morning practice settings minutes before the third moto. Yet he took the overall verdict and a handsome 24-point lead in the table over Thorpe and Honda's Rob Herring.

"I rode stiff and badly," grumbled the 28-year-old perfectionist. "I've bounced about so much my bottom's sore. Do you want to see it?"

Er, no thanks...

Abroad, a huge mid-air collision with Ronnie Westenraed wrecked his Belgian GP at Namur and a puncture put him out in Luxembourg before, in a final flourish, he placed seventh at Glen Helen to clinch 12th in the world championship from his half-season endeavours.

A late flurry of British Open races ran through September. A strong showing at Bolton in North Yorkshire meant he arrived for round six at Torrington a mighty 51 points ahead of Herring. "I was browned off that day," admits Whatley. "I was riding as if all I needed was points. So we

made suspension changes and a week later went a lot better and I was really pleased." That was the Crawley club's penultimate round where he traded wins with Herring to virtually wrap up the title.

Jem actually sealed the deal on October 13 back where his season had exploded into action eight months earlier when he mounted the Foxhill podium alongside Herring and Max Anstie's dad Mervyn to be crowned Kawasaki's first British Open champion!

But I'd still love to know what might have happened in GPs without that wrist injury...





# THE EXTERMINATOR!

**KILLING BUGS AND RACING MOTO AIN'T AN EASY WAY TO MAKE A LIVING BUT FOR AUSSIE-BOUND CUMBRIAN JAMIE LAW IT'S STILL A MORE APPEALING PROPOSITION THAN ANY NORMAL NINE-TO-FIVE...**

Words and photos by Suttty

**L**ife as a privateer motocross racer is tough with ever-increasing costs, ever-decreasing prize funds and little in the way of recognition from the mainstream and quite often the specialist media. Just turned 25 years old, Jamie Law is the epitome of a British privateer motocross racer – racing hard on the weekends and shuffling part-time work, training and a stifled social life in between. And like the majority of UK ‘professionals’, J-Law isn’t actually earning a crust from racing.

“I wish motocross were my full time job,” says Jamie the morning after winning a fistful of dollars by dominating a Wednesday night meeting in his native Cumbria. “It is a full-time job in that I spend hours washing my bikes,

working on my bikes and then there’s the time spent training and so on but I have to do other things to fund it so I kill ants, cockroaches and all sorts of things like that. In fact, I think I’ve killed a bazillion wasps this week – with the sun coming out things have got real busy and the phone has been going like a hotline. There’s always something creepy needs killing.

“My dad owns a pest control business and he knows the job back to front. If there’s anything crawling along the ground and you ask him ‘what’s that?’ he’ll know straight away whereas I just sort of blag my way through it. If a customer asks me what something is nine times out of 10 I haven’t got a clue – I know how to kill ‘em and that’s all I need to know.”

>>





*Jamie takes time out from killing wasps to cut loose in the dunes*



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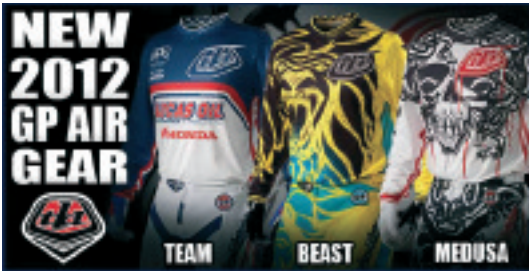


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# JAMIE ON...

## THE PRICE OF PRIVATEERING!

"It's not costing us a fortune to go racing at the moment because we're consciously doing it as cheaply as possible. I wouldn't want to add up the fuel costs though – that's the biggest expense because we live where we live but I love it here and I wouldn't change it for anything. We get good support from the industry – Michelin help us with tyres, Putoline with oils and Neil and Maria at D3 help out with the bikes and Stewart Johnstone at NME tunes the motors. Spares for the bikes cost a small fortune but Race FX help out with Fly clothing and I get support from Gaerne boots and Rip n' Roll goggles.

"Pretty much everything is taken care of without me taking a wage out of it. If anybody asks I say I'm doing something I really love and it's not costing me a great deal of money to do it. It is costing me money – it can cost £260 a week for diesel which is why I don't do every championship. This year I'm concentrating on the Maxxis and the Red Bull Pro Nationals because they get the most coverage. There's no point in me going doing the British Masters because even though people say it's good money by the time you add up your fuel costs, a set of chain and sprockets, tyres etc you're not making the money you think you're making. It looks good when you get a cheque through the post for £600 but in actual fact when you break it down you've maybe broken even and in terms of exposure you've gained nothing."

## SHAMELESS SELF PROMOTION...

"You've got to market yourself right. It's like the [www.jlaw25.com](http://www.jlaw25.com) thing – you've got to try and get your name out there, get a good following and hopefully get sponsors interested. I think I've got a few good followers on the website now but I'm maybe a little guilty of not updating it often enough. I'm slow and steady with the computer at the moment and I'm still one finger typing but I'm sure I'll get there – if I could do it all with pen and paper I'd be all right."



Beach kill  
Cumbrian style



Who needs a bucket and spade when you've got a D3 350 KTM to play with!

That commitment to getting the job done without needing to know the ins and outs of it all is also applied to his motocross. "Some people eat, sleep and sh\*t motocross bikes but I think you need other things in life. Don't get me wrong, I do love doing it but I'm not a major follower of the sport – I couldn't even tell you who won the last GP because I'm not that bothered. Rather than looking at results on the internet I'd rather be outside doing something. I just enjoy living life, going out with my mates mountain biking or trials riding. I'm not a major follower of anything really – I don't watch telly and I never have time to sit down and read a magazine. It's a bit weird and maybe I should follow the sport more but you know that's just the way I am.

From the off it's obvious that Jamie doesn't mind speaking his mind and he's not afraid to elaborate on stuff either with an anecdote thrown in to accompany almost every statement. That kind of behaviour along with his engaging eyes and wildly styled/unstyled hair remind me a lot of rogue road racer/TV personality Guy Martin – something that's not lost on Jamie's friend Adam or his old man either for that matter.

But unlike Martin who's gone from being a total privateer to a team Relentless Suzuki star, the path Law has taken is almost the exact opposite.

Since parting company with Rob Hooper's Relentless Suzuki team midway through 2009 Jamie's done his own thing – first of all on a Lakeland Spas-sponsored Suzuki and then this year on a D3 Racing KTM. But while the on-track image has drastically changed from yellow to orange, the people making it happen behind the scene are very much the same.

Like most young pros in this sport it's essential for Jamie to have the backing of his family and luckily the Laws are about as solid a family unit as you're ever likely to meet. Dad Mike's a former pro rugby player who owns his own extermination business while mum Karen is awesome with a pitboard and has a formidable head for business herself. Throw younger sister Jodie, girlfriend Janette and the dogs into the family camper n'all and Jamie's got as good a support crew as anyone else out there.

"Racing is what we do and we've done it as a family for the past 19 years. We go away as a family and I think they enjoy it just as much as I do – loading up the camper, putting in

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**Jamie's Cumbrian base means diesel bills are big**



## JAMIE ON...

### DAD MIKE

"I think I get my competitive spirit from him and I've always been inspired by him and I do look up to him for what he's done in his lifetime. Even now with his business – he's got a really successful business that he's built up from nothing. I think that if you're brought up in that way – working class – you're never happy with what you've got and it moulds the way you are. Having the people I've got behind me has definitely made me the person I am now."

### MUM KAREN

"She's a very organised person my mum. She's got a good business head on her and I think that comes out with everything she does. If I tell her I want pitboarding in a certain way mum will be on it. I told her to put lap times on my board to make sure I don't slack off towards the end of a race so now everything's lap times right down to point zero zero one of a second. Everything mum puts on the board is calculated but it works and it gives her something to do on race day although I always hear how crap the viewing is in the pit box."



**In Red Bull Pro Nationals action at Whitby**

the dogs and getting away for the weekend. I'd be lost without them and I'm not sure what I'm gonna do when I go to Australia..." Say what?

"Yeah, I'm going back to Australia next Tuesday."

Having only just come back from a busman's holiday Down Under it transpires that Jamie's headed right back to finish off the Rockstar Nationals for the Herb Watson KTM team.

"They're always looking for international riders to compete in the Manjimup 15000 and I originally got the call up for that," explains Jamie. "With me only doing the British championship and the Pro Nationals there was a bit of a break in the calendar so I thought I'd give it a go. Me and Janette decided to make a bit of a holiday of it and we sneaked five days in at Dubai on the way and did the whole sightseeing thing in Australia as well as fitting in the racing."

"It was just really chilled out. We had a tiny little Jucy camper van that was no bigger than a people carrier over here so when you're laid out your head's on the steering wheel and your feet are hanging over the bumper. It did us for what we needed and we travelled round and had a brilliant time. On the last day we were there the man who supplied us with bikes for the trip sent us a text message asking what it would take to make me stay over here for the rest of the season. I just kind of laughed it off but then we had a few talks about it and I said 'look, I've got to come back to England and speak to my sponsors and also my mum and dad as well'."

"It all turned out okay though so I'm headed back there to finish off the Rockstar Australian Nationals and then there are a couple more races including the King of the Cross at a place called Southern Cross where basically the prize money for the winner is \$10,000 which is about

£6,500. I don't know of any race in the UK where they would put up that amount of prize money for the winner and pay well down the field too – \$7,000 for second and \$5,000 for third."

"Money doesn't motivate me but when you're making nothing – which is what I'm doing in the UK at the moment – you have to stop and think. I've just turned 25 and I can't be a kid any more. I don't actually spend much money away from bikes – I've had these jeans for about five years – but it's going to be nice to have the opportunity to make some money. Don't get me wrong, I don't want for nothing but there's only so long you can do a job for nothing and so far for me motocross has been like a 19-year apprenticeship. If I was a joiner I'd have done my three years and I'd be on good money now – with motocross I've done 19 years and I'm still not making Jack Sh\*t."

Although Jamie's blatantly aware that he's not owed an existence he does feel as though those within the sport could do a bit more to help the cause. "We've got good British motocross magazines but a lot of the time the focus is all on foreign racing. If you look at the race report from a Maxxis round or a Red Bull it covers a couple of pages whereas the American equivalent will cover four pages. The Maxxis and Red Bull guys are doing a great job but the two series just don't get the coverage they deserve."

"It's not just that though. We do our own thing with the camper and we've got all our sponsors printed on the front of the awning like the big teams do. Then we get to a British championship and nothing against Chris Sprawson here but I think he finds the furthest away point – on a hill with rabbit holes – and says 'yep, that's

>>







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Jamie's now in Australia to finish off the Rockstar Nationals

## OPPORTUNITY KNOX!

### J-LAW'S R-D ADVENTURE...

For the past few years Jamie's been working flat-out with Cockerham-based impact protection specialists Knox to produce a truly protective piece of motocross body armour. Spotting a gap in the market, Knox MD Geoff Travell asked Jamie to help produce something that worked well with a Leatt neck-brace – something that hadn't been thought of at the time. After a lot of trial and error the Knox Warrior was born.

"We didn't really get it right at first," admits Jamie. "It was all a bit big and bulky but that's because everything Geoff does has to be CE Approved. It was difficult keeping the comfort, keeping the look and keeping the safety level where it needed to be but we've got it slimmed down now and it's very comfy to ride in and I won't ride without it."

"The biggest problem with any protective product is that you can never tell if it has worked or not but one of the biggest benefits I can feel is when I'm getting roosted. Sometimes you'll be behind someone and those little stones and dried up balls of mud really hurt and they can make you want to shy off the rider in front but with this you can just keep attacking – it makes me feel like a gladiator."

For more information on the Knox Warrior log on to [www.knox-armour.co.uk](http://www.knox-armour.co.uk)



Life's hard for a privateer pro and Jamie has to carefully weigh up the pros and cons of everything to do with racing...

Jamie's pitch, we'll stick him there'. And you can guarantee you'll be tight up against another van so nobody can see the awning sheets with the sponsors on anyway.

"Stuff like that makes it harder to give back to the sponsors we do have. It'd be so nice to have a privateers' row for the guys who are doing a professional job and turning out as smart looking as the big teams but on a smaller scale. Unless you've got a big truck and 20 mechanics under your awning it's like 'get over there in that corner'. It just makes it frustrating – we're spending a lot of money to go racing too and while they're getting a little bit back by being in the limelight we're being pushed to one side.

"Some riders always seem to be in the limelight too while others are ignored. James Noble was an awesome rider but never ever got the recognition he deserved compared to somebody like Tom Church say. It's like that TT3D film – it's basically the Guy Martin show even though Ian Hutchinson absolutely smokes everybody in it, absolutely everybody and he wins every single class. Throughout it all he probably gets a fraction of the exposure that Guy Martin gets just because he keeps his head down and keeps himself to himself. That's the way it goes though, people and sponsors want to be part of somebody who's a little bit different. Guy Martin apparently doesn't enjoy sex – now that's definitely a little bit different..."





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# CAPIT!

**WRONGLY ADJUSTED FORKS WILL BECOME A THING OF THE PAST THANKS TO THIS SUPER-SWEET PART FROM FOX SHOX...**

Words and photos by Geoff Walker

**S**ome products in our sport are for show and some products are a practical and positive add-on for a gain in performance and set-up on your beloved bike.

The perfectly engineered Fox Shox Protune Stage 2 compression assembly adjuster caps are of great benefit to every rider. I have suspension come into my business all the time and most adjusters are set incorrectly. If your settings are all off on your clickers then your suspension will not be working correctly and it is vital that your clickers are set evenly on both forks.

With the Fox adjuster tops the adjustment is made easy due to the numbered dial lever type adjuster and the fact you don't need to try to

squeeze your screwdriver past the handlebars to do the business. Of course, another benefit is the fact they look factory!

This month I'm showing you the quickest way to fit these units by removing the compression assembly from the Showa fork while keeping the rest of the fork all together. It is best to fit these units during a complete rebuild service but it is cool to do it this way as long as you work carefully and keep everything clean along the way.

Fitting these units can be done in less than half-an-hour so it's an awesome upgrade to your Kayaba, WP or Showa forks.

A big thanks to Chris and the Mojo crew – hook up to [www.mojo.co.uk](http://www.mojo.co.uk) for more info... >>



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**001:** Remove one fork at a time from the bike to work on. This stops any chance of accidents happening like knocking a fork over and losing oil level.

**002:** With the fork held firmly undo the inner compression assembly from the top of the fork. You may need to hold the outer top with a special suspension wrench to undo the inner assembly.

**003:** When the assembly is undone simply ease it out of place with a flat-bladed screwdriver. Be extra careful at this point not to damage the assembly.



**004:** Place the assembly in the soft jaws of your vice and loosen the lock nut. Use a good fitting spanner for this as the metal will not take punishment from an ill-fitting spanner. When the lock nut is loosened you are ready to unscrew the top from the assembly.

**005:** If the top does not simply undo at this point you will have to hold the assembly. You must use a soft holder at this point so you do not damage the assembly shaft. Rather than use a specialist tool, I wanted to use something you may have around your garage. So I looked around and eventually found an enduro handguard spare part which normally fits inside the handlebar to hold guards in place. Hold everything in place and undo the top.



**006:** Remove the top. The adjuster needle will come along with the top. At this point you must click the adjuster all the way in to remove the adjuster needle. When the clicker is wound all the way in simply take a firm grip of the needle and turn it clockwise while pulling it down and out of its slot.

**007:** Remove the thrust washer at this time and place onto the new Fox Shox top as well as lightly greasing and re-fitting the adjuster needle into its position by placing into the new top and turning anti-clockwise until it drops into place. Use an Allen key at this point to turn the adjuster from the outside fully in in an anti-clockwise direction so the needle is held firmly in place.



**008:** The top is now ready to fit back into place on the assembly. Fit into place and screw down with a two pin tool. When the top is in place simply lock it into position by tightening the lock nut into place against the top.

**009:** With the top in place you then click the adjuster fully clockwise until it is all the way in. You then back it out until it clicks into the first position. You then fit the adjuster lever into place at the 'zero' position and tighten the grub screw into place to hold the lever in position. Step back at this point and congratulate yourself...



**010:** The assembly is now ready to re-fit into the fork. I submerge the base of the valve into some fork oil at this time to bleed the air out of the shim stacks and piston. You will see the air bubbles coming from the unit. This makes sure you are replacing the assembly just as you removed it.

**011:** You now simply push the assembly down into position quickly and tighten into place.

**012:** Re-fit the fork, repeat every move on the other fork, set both forks to the same clicker points, then pat yourself on the back and go show off your mechanical genius and pimp parts at the track!

3 4

5 6

7 8

9 10

11 12





# SORE LOSER!

**AS THE DRIVING FORCE BEHIND THE DRIVING FORCE IN 250F RACING STATESIDE, PRO CIRCUIT BOSS MITCH PAYTON QUITE POSSIBLY HATES LOSING EVEN MORE THAN HE LOVES WINNING...**

**A**s the saying goes, 'show me someone who isn't a sore loser and I'll show you someone who's a loser'. Pro Circuit owner Mitch Payton is a sore loser. He's gotten better over the years at masking his disdain for losing when speaking to the media or in public forums but the reality is that it still hurts him just as much as it ever has. And that's what makes winning so rewarding...

Pro Circuit's 2011 season started off with bad news when the Monster Energy Kawasaki factory 450 effort switched to their biggest exhaust rival, FMF. Taking this just like a loss on the track – or perhaps harder – Payton couldn't stay quiet about it. The best he could do when asked about the subject was to look at you as if he was going to incinerate you with his eyes and say "what do you think I think about it?"...

He took it personally. And while this isn't always the best course of action in business, in the business of racing sometimes it is. Racing is personal to Mitch and he won't make any qualms about it.

The truth usually lies somewhere in the middle when you hear two very different sides of a story but the Kawasaki factory team's reasoning for switching exhaust

manufacturers seems logical when you hear it. First, the team didn't like the fact that they always had to bring numerous exhaust cans with them to try and pass the AMA sound tests so they say they asked Pro Circuit for a quieter pipe. According to sources at Kawasaki's racing team they were met with an uncompromising response along the lines of "well, these are our pipes..."

Second, the Kawasaki team had issues with the pipes seizing up on the bikes when the joints between the header pipes, mid-pipes and exhaust cans wouldn't come apart after getting hot so the team wanted that fixed and they say they were met with the same basic response. And finally the team thought they could be a lot lighter and the team indicates they didn't get much traction in this area either.

However, on the Pro Circuit side, their story says that not all of these requests were actually made but the requests that were made were handled as quickly as possible by the staff at Pro Circuit. But when Pro Circuit attempted to give the new pipes to the Kawasaki team they were essentially informed that the team no longer needed them. In other words, the team was working with another vendor.

Now, keeping in mind that the truth is probably





Mitch Payton is the man at the helm of the phenomenally successful Monster Energy Pro Circuit Kawasaki team



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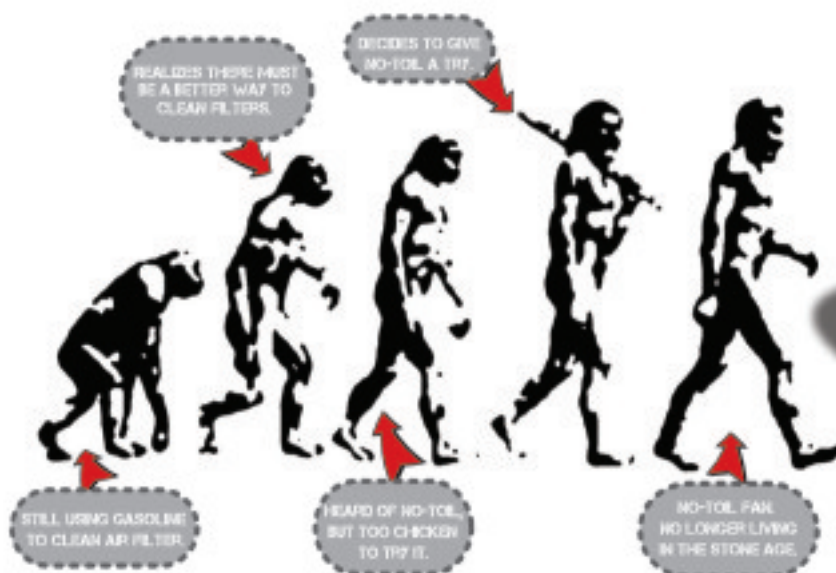
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Broc Tickle claimed yet another Lites SX title for Mitch and the gang



Josh Hansen set the early pace indoors in the Lites West division until injury slowed him

Mitch's famous five...



somewhere in the middle, the unquestionable reality is that communication definitely broke down between Pro Circuit and the Kawasaki factory team and both sides began to take things personally. When Kawasaki made a request it sounds like Pro Circuit took it as a slight against them and their products and when Pro Circuit didn't respond as quickly as Kawasaki had hoped they would, Kawasaki also took it as a slight.

In the end Kawasaki made the switch to FMF and although the team, the racers and everyone else seemed very happy with the switch in the beginning, that was before it was announced that FMF was coming out with its own energy drink – which did not amuse Monster Energy, Kawasaki's main racing sponsor throughout every discipline.

FMF badging was immediately removed from the team semi, bikes, gear and anywhere else it was – including the exhausts themselves – and to this date Kawasaki are racing with FMF exhausts that are blank with the canned answer being something along the lines of "we're racing using an exhaust built to our spec by an outside vendor".

Since the beginning of the season Mitch has been racing with a chip on his shoulder and that's dangerous for everyone. The one thing he can't control is his racers. He can pick racers but injuries and just plain bad luck can come into play.

Especially in the Supercross Lites class because there are only eight rounds for each coast and only one Main Event per round. Basically, there are only 200 points available to decide a title whereas outdoors there are three times that number.

In the Lites West team racers Josh Hansen and Broc Tickle seemed to be the class of the field throughout the series until Hansen broke his hand in a practice crash at Anaheim 2 and then Tickle broke his collarbone during the series break. Meanwhile, Eli Tomac was lighting on fire and he came within a couple of moves on the track at the finale in Las Vegas of stealing the title away from Tickle after Hansen went backwards with his ailing hand.

The East title was dominated by Tomac's team-mate Justin Barcia so Payton nearly lost both titles and did lose one and it's been a long time since the Pro Circuit squad has failed to win one of the two AMA Supercross Lites crowns in a season.

However, as a consolation Payton had Chad Reed in the 450 class running Pro Circuit kit suspension and engine modifications in his privateer CRF450R and damned near winning that title.

"I think Mitch was supportive of me in my new chosen way of going racing," Reed said near the end of the AMA Supercross title chase. "He supported it. Basically we talked and I really felt that if there was anyone in this industry that could give

me a motorcycle at a production level and at a low-cost level it was Mitch Payton.

"And PC was basically Mitch and his team and then Bones [Bacon, the Pro Circuit suspension guru] and his team and the suspension department. I just felt that those guys allowed me to go racing at the level that I needed to go racing to put myself in, like, race wins and championship-level thing. Because that was what I expected, you know?"

Every time Reed or Ivan Tedesco or anyone else running Pro Circuit pipes would grab a holeshot in a Main Event over Ryan Villopoto, Payton would be beaming. "I'm so proud of Ivan," he said after Tedesco grabbed one of many holeshots during the season. Payton just couldn't let the pipe switch go. And he won't.

And perhaps a bigger point of pride for Payton is that he has always wanted to start his own 450cc effort but has never received the support he hoped for from Kawasaki to do so. When asked during the supercross season about why he hasn't gotten support to do his own 450 team Mitch's response was succinct. "You should probably ask them that..."

It's almost as if all of this came to a head when the AMA Nationals started in May. To date at the time this issue goes to print the Monster Energy/Pro Circuit Kawasaki team has failed to lose a single 250cc moto. Not one. On top of that, in the





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10 motos run so far the Pro Circuit team has swept the top three positions three times.

And not surprisingly the team has also managed to score every overall victory and their four racers are first, second, third and seventh in the points standings. Even Mitch couldn't have predicted this kind of dominance, especially after having his hands absolutely full with GEICO Honda racers throughout supercross.

"Well, you want to believe that we were going to see what we've been seeing but you really never know," Payton says. "You have to assume, if you look at the Nationals last year and the results, Dean [Wilson] was up there and so was Tyla [Rattray]. So with Christophe [Pourcel] leaving the class and Trey [Canard] leaving the class I would've expected that my guys would've been up there, even with the entry of Marvin [Musquin] coming into the class.

"I don't know if people were counting on him or not but I certainly was. I felt like he'd be a threat because he wasn't given those two titles. And Blake [Baggett] was really fast last year at a few of the outdoor races before he got hurt and he's always

been a good outdoor rider so you want to believe in him. And Broc [Tickle] last year was a really hard charger who never gave up so I wanted to believe that we would be good – but it doesn't take much to get off track, either."

And this is a situation where success breeds success. It's easier to go to work on a Monday morning as mechanics and technicians knowing that you busted your ass the previous week and were rewarded with a win or a top-three sweep whereas other teams probably worked just as hard and didn't even get a single racer on the box – or even in the top five – for their efforts.

And when you're happier to go to work on Monday morning the work is easier to do and that success leads to more success the following weekend. But as Payton said it doesn't take much to get off track, either.

"You never want to fall off because it's so hard to get there in the first place," Payton explains. "I respect everyone and I don't take anyone for granted. I think about everybody, whether it's KTM or Star Racing or Factory Connection or the Suzuki

team – every dog has its day and you never know when somebody can turn the light switch and turn into something big.

"But normally there's a pattern to being successful. You have to surround yourself with good people and winners and I've always said that good things happen to good people. For example, I've never given team orders in a championship. We don't team ride. You can verify that by asking anyone who used to ride for me. I think it's bad to teach riders that and I think it's something you don't need to do.

"If it's meant to be it's meant to be and if our team would've team rode we could've probably had two national championships the last two years but it would've meant that I would've had to start team riding early on and then other team members on your team end up so distraught that they hate you. I don't want that. My goal is to prepare four great kids and the best one wins."

And right now it's almost a toss-up between Rattray, Wilson and Baggett in the 2011 AMA 250cc championship. And that's not by chance...



Former world champ Tyla Rattray is doing the business outdoors and lies second in the AMA series




Scott Dean Wilson leads



Blake Baggett's third outdoors and has shown serious speed





# PRESSURE COOKER!

**VILLOPOTO GRABS A SLICE OF THE 450 ACTION AS WILSON AND RATTRAY TAKE TURNS TO RUN THE RED PLATE IN THE 250s...**

**A**lthough Rockstar/Makita Suzuki's Ryan Dungey had some bad luck in the second moto at round two in Texas one thing had been made clear through the first four motos of the 2011 Lucas Oil/AMA Pro Motocross Championships – Dungey and points leader Chad Reed were the two dominant racers.

This came as a bit of a surprise to many pit pundits who figured newly-crowned AMA Supercross champ Ryan Villopoto would be a shoo-in to dominate outdoors which is a discipline in which he's considered more of a specialist. But as it turns out Villopoto was just getting things sorted...

## HIGH POINT

After two rounds of struggling due mainly to illness from before Hangtown and a few set-up issues from concentrating on supercross instead of testing for outdoors until the supercross series concluded, Monster Energy Kawasaki's Ryan Villopoto has to get things turned around at High Point Raceway.

Villopoto doesn't quite holeshot the first 450 moto – that honour goes to defending champ Dungey – but by the third turn Villopoto snatches the lead away and that is basically that. Villopoto takes off to a dominant moto victory – his first since

round one in 2009 – over Dungey, Red Bull KTM's Mike Alessi, Muscle Milk/Toyota/JGR Yamaha's Davi Millsaps and points leader Reed. However, Alessi is docked one position after the race for jumping the start – breaking through the start gate – so in the official results Millsaps is credited with third while Alessi is given fourth.

The skies open up between the first and second motos – as the 450 racers sit on the starting line a deluge hits the area which, although only lasting a few minutes, destroys the track. And then the sun comes back out just as Alessi gets the holeshot the second time around – this time without jumping the start – and leads Dungey, Reed, Millsaps, Villopoto and the rest of the field around the first lap.

Alessi checks out early and looks to have the moto in the bag in his first race back since suffering a concussion in practice at Hangtown but after four laps he falls handing the lead to Reed. Alessi remounts second but he's soon under fire from Villopoto who passes him for the spot only a few laps later. Dungey follows suit.

Reed leads the remainder of the moto over Villopoto, Dungey, Alessi, Kevin Windham and the rest of the field but Villopoto takes the overall win – his first of the year and his first since the aforementioned opening round in 2009.

"Kaipo [Chung, the suspension tech for ◆



After a shaky start, new SX champ  
Ryan Villopoto has started to close  
down Chad Reed outdoors



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Speedy Reedy wins the second High Point moto but RV takes the overall



Christian Craig leads early doors at Lakewood



Even East Coast Lites SX champ Justin Barcia can't do anything about the Pro Circuit Kawasakis

Monster Energy Kawasaki] came out to the house in Florida after the last race and we changed a lot of stuff," Villopoto says of his new-found speed. "I feel a lot better on the bike now and I feel like I can really ride it so from here on out it's just about trying to get more moto wins in and make this thing a real championship chase."

In the 250 class privateer Nico Izzi grabs the holeshot to start moto one ahead of local boy Darryn Durham who wastes little time taking the lead while the trio of Monster Energy/Pro Circuit Kawasaki racers who have been dominating this title chase to this point – Tyla Rattray, points leader Dean Wilson and Blake Baggett – fight their way forward.

On lap 10 DNA Shred Stix/Star Racing Yamaha's Ryan Sipes crashes out of second place, handing the spot to Wilson – but Baggett is soon by and sets out after Durham. With four to go Baggett catches Durham and makes the pass stick, taking the win over Wilson and Rattray who both also manage to find their way by Durham in the final laps. It's yet another Pro Circuit 1-2-3 moto sweep.

In moto two Baggett grabs the early lead and looks to be checking out, putting 10 seconds on Rattray in second until he gets squirrely and highsides. He gets up with his peak spun around backward and with a fat lip but still in second place and he begins putting in the work to chase down his

team-mate and training partner Rattray again.

With three to go Baggett is on Rattray and it isn't long before Baggett makes the pass stick. From there Baggett races on to victory, scoring his second overall victory of the season and his first ever with a perfect 1-1 score.

"Texas was tough on me but I took the week off after that and then got back at it," Baggett says of his off week at round two where he suffered a concussion in the opening moto while leading. "I feel good, though. I could've done without that crash but it still feels good to win..."

But it's his team-mate Rattray who takes over the points lead, becoming the third different Pro Circuit team member to run the red plate in as many races.

"Obviously, this is where I want to be," Rattray says. "I just hope to keep putting in consistent, podium finishes and hopefully I'll still have that plate after the final moto at Pala."

## BUDDS CREEK

Villopoto has always loved Budds Creek but this is the first time he has ever gotten the chance to race a 450 at the facility.

Reed grabs the moto one holeshot over Alessi but Alessi sweeps around the outside to take the lead in the first couple of turns and Reed gets stuck behind the KTM racer. This allows Villopoto to

capitalise and he passes both of them right away and pulls away.

Dungey also passes Reed and Alessi before Reed can do anything with Alessi but by then it seems Villopoto is too far gone to worry about.

Villopoto makes an error with a few laps remaining allowing Dungey to close in but all this does is make things interesting for the fans because the two never get any closer to one another and Villopoto takes another moto one win, this time over Dungey and Reed who eventually finds a way past Alessi who's been training at Reed's house in Florida.

Behind them come Honda replacement rider Kevin Windham, Alessi, Dungey's team-mate Brett Metcalfe, Millsaps, Honda's Josh Grant (who has just returned to action after blowing out his knee at the Phoenix Supercross in January) and Red Bull KTM's Andrew Short. Villopoto's team-mate Jake Weimer goes down twice in the moto but still manages a top 10 finish.

Moto two sees Alessi again grab the early lead with Reed on his tail but this time Reed is determined not to let Alessi ruin his race and he passes the KTM racer immediately. Dungey passes Alessi for second and the Reed/Dungey freight train takes off from the field. By the time Villopoto finds his way up to Alessi and then around his former hated amateur rival the two leaders are gone.



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Reed hangs on to a hard-fought moto win over Dungey and takes his third overall win in the four rounds run with a 3-1 score over Villopoto's 1-3 and Dungey's 2-2.

In the 250 class Wilson grabs the holeshot over Kyle Cunningham and the rest of the field but nearly goes down on the second lap in a soft spot. He gathers it back up and then holds off points leader Rattray for the remainder of the 30-minute plus two lap moto to take the win with Rattray finishing second and their team-mate Broc Tickle moving forward to third by the end of the race, producing yet another podium moto sweep for the team. Then comes Cunningham, GEICO Honda's Eli Tomac, his team-mate Justin Barcia and Baggett who hates Budds Creek.

Baggett has designs to fix the troubled first moto in the second go-around and he grabs the holeshot off of the start but goes down late on the first lap, remounting nearly dead last. Rattray leads the entire moto over Barcia while Wilson comes through from a little ways back for a solid third.

DNA Shred Stix/Star Racing Yamaha's Gareth Swanepoel is fourth over Tomac, Malcolm Stewart and Baggett who recovers for a very impressive seventh place finish in the moto, passing Tickle in the closing stages. Tickle ends up ninth in the moto just behind Durham.

For the first time in the 2011 250 championship the racer who enters an event with the red plate – signifying he is the current points leader – is the racer who leaves the event with the red plate as Rattray extends his points lead slightly over Wilson with his win.

## LAKEWOOD

Taking place at nearly 6,000 feet above sea level, the Lakewood MX National robs the motorcycles – and competitors – of power which would seem that it would be a much bigger deal in the 250 class. And it is.

But regardless, in the 450 class it's TLD/Lucas Oil Honda's Christian Craig who grabs the holeshot in the first moto while, once again, Reed starts second and cannot seem to put in enough of an early sprint to dispatch the feisty young racer. This

allows Villopoto to catch the pair then pass them both in just a couple of turns and begin to pull away. And yet again Dungey follows Villopoto past both Reed and Craig before Reed can get by Craig himself.

As the race wears on Villopoto pulls out a comfortable lead over Dungey and Reed and Windham works his way to fourth in the late stages but he's basically a half-lap behind the leaders.

In the second moto, though, Reed – just like at Budds Creek – corrects his problem and gets his start right, grabbing the holeshot. But Dungey is close right away and puts Reed back in second only a couple of laps later. It's clear that Reed's holding Dungey up because Villopoto catches them both before Dungey makes the pass, then Villopoto passes Reed immediately. But from this point on Dungey pulls away with the moto victory and there's not much Villopoto can do about it.

The 2-1 score for Dungey lands him his first overall victory of the season and helps him out significantly in the championship chase while the 1-2 score from Villopoto gives him second overall but more importantly nearly halves Reed's points lead from 15 to eight.

Barcia grabs the holeshot at the start of the first 250cc moto and leads five laps before giving way to both Pro Circuit team-mates Wilson and Baggett. Wilson leads a lap before Baggett finds a way by and from there the moto is essentially over among the front runners as Baggett runs away with the moto victory over Wilson and Colorado boy Tomac who works his way up to third just in front of Durham and the man who led the points coming into Lakewood, Rattray.

In moto two, though, Baggett makes things much easier on himself, grabbing the holeshot and never looking back. By the time Wilson finds his way around Lance Vincent and into second place Baggett is as good as gone. Wilson settles for second again ahead of Tomac and then Ryan Sipes and Rattray.

With the 1-1 score Baggett takes his third overall win of the season while Wilson's 2-2 gives him back the lead – by eight points – over Rattray as the series heads to Red Bud.

Eli Tomac is best of the rest in fourth



Flying Scot Dean Wilson leads the 250cc class



Davi Millsaps holds down fifth in the 450cc class



## SERIES STANDINGS

### 250

- 1 Dean Wilson
- 2 Tyla Rattray
- 3 Blake Baggett
- 4 Eli Tomac
- 5 Justin Barcia
- 6 Kyle Cunningham
- 7 Broc Tickle
- 8 Gareth Swanepoel
- 9 Darryn Durham
- 10 Cole Seely

### 450

- 1 Chad Reed
- 2 Ryan Villopoto
- 3 Ryan Dungey
- 4 Kevin Windham
- 5 Davi Millsaps
- 6 Brett Metcalfe
- 7 Ricky Dietrich
- 8 Andrew Short
- 9 Jake Weimer
- 10 Christian Craig





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With his Suzuki contract up at the end of the season, Ryan Dungey's services will be in demand



# DYIN' TO SIGN RYAN!

**WITH HIS CONTRACT UP AT THE END OF THE SEASON, RYAN DUNGEY IS A MAN IN DEMAND...**

Words and photo by **Steve Cox**

**R**yan Dungey is absolutely the hottest commodity on the AMA motocross and supercross circuit right now. His contract ends with Suzuki at the end of this season and he may be one of the most sought-after racers in the history of the sport. He's not the most successful ever (although he did win both 450 titles in his rookie season last year which no-one had ever done before) but think about this. Almost everyone else is tied up in contracts.

Dungey is free but Ryan Villopoto isn't nor is Chad Reed (sticking with what works – his own team) or Trey Canard or even James Stewart. Stewart now owns his race team, too, so he can't leave although he can sign with a different manufacturer for his team and rumours have it that he has done just that with Suzuki.

And this rumour about Stewart leaving Yamaha for Suzuki only fuels the fire of speculation as to what Dungey is doing next year because he's not going to be at Suzuki.

Yes, he was near the top of the points in supercross and he is doing likewise outdoors right now but if you had to look at one race that really cost him the indoor title it would've been Anaheim 2 where his bike threw a chain. And Daytona – where his bike blew an engine in his heat race, forcing him

to qualify from the LCQ and get a very poor gate pick for the Main – didn't help either.

Then you go outdoors and he has his first overall win wrapped up in Texas only for his bike to quit – reportedly due to fuel boil – literally less than a lap-and-a-half from the end. He didn't even score points in the moto.

By pure math if you gave him ninth place at Anaheim 2 he'd have successfully defended his AMA supercross championship and if he'd have finished out that moto in Texas without his bike dying he'd be four points out in front right now in the outdoor title chase, too.

And this stuff frankly didn't happen when Roger De Coster was in charge at American Suzuki. Why? It's not because the mechanics don't work as hard now that De Coster's gone or anything like that. From what I hear, the big difference is that De Coster would see needs for equipment and things like that and he had the reputation and relationships in place with the bosses in Japan to go to them for more money and they would – begrudgingly – listen. This is a resource the race team no longer has and I believe the team is suffering because of it.

And although it's common in motocross pit areas around the world that the mechanics, drivers,

managers etc work harder than the sometimes lazy racers, that's not the case with Ryan Dungey. The guy busts his ass and he doesn't do that so that his bike will die before he gets to the finish line.

So the question then is who will take him? Well, Kawasaki's full with Villopoto and 2010 SX Lites champ Jake Weimer. Yamaha may have openings if they restart their factory effort directly but that doesn't seem incredibly likely right now. That leaves two – Honda and KTM. De Coster, who more or less found and developed Ryan Dungey as a young racer, has pulled no punches when asked about going after Dungey. He definitely is trying to sign Dungey to KTM. And he will, like usual, be able to talk the bosses into getting him the money he needs to make it happen.

And that leaves Honda. Honda have Canard for another year but not Grant. They have a spot to fill. For them, the question will end up being whether or not they can afford Dungey in the first place with Canard already on the team. Or a second question. Will Dungey be willing to race a more proven machine – the Honda – for less money than the KTM, regardless of who the team manager is?



AMERICAN IDIOT



*It's been a funny old month for Clement Desalle – the MX Panda is super-fast but mistakes cost him dear*



# PANDAMONIUM!

**MX1 PACE-SETTER CLEMENT DESALLE GETS CRASH-HAPPY, TONY CAIROLI CLOSES HIM DOWN AND K-ROC LOSES – AND REGAINS – HIS RED PLATE! IT'S ALL GOING ON AS THE GPs RETURN TO EUROPE AFTER THEIR TRANSATLANTIC TRIP...**

Words by **Sutty** Photos by **Ray Archer** and **Nuno Laranjeira**





Cairolì gives Frossard a good soaking in France



**M**X1 world championship leader Clement Desalle could definitely do with learning a thing or two from his vastly more experienced Rockstar Suzuki team-mate Steve Ramon as the only thing missing from the MX Panda's arsenal right now seems to be consistency.

Ridiculously fast so far this year, Desalle wins three motos out of six in the last three GPs but still manages to drop 12 points to Antonio Cairolì. Okay, so a first lap fall in France can't really be avoided but after taking two wins in Portugal, Desalle's crash happy 5-3 in Spain is nothing short of disappointing and allows Cairolì to close up to the gap to just one point.

And just one week after the Spanish GP at La Baneza Desalle dislocates a shoulder in a Belgian championship race. With another three GPs on the bounce – Sweden, Germany and Latvia – this has to put Cairolì in the driving seat although it does also allow Clement to resume his favourite position as the underdog. Things are most definitely about to get interesting.

Cairolì's 2-3, 2-2 and 2-1 scorecards might only give him one overall win this month but in a period where Desalle scores 121 points, Frossard 118, Nagl 72 and Philippaerts 61, TC and his bumper haul of 133 are king. The scary thing is he doesn't even seem to be trying although only a fool would think that he's not.

On the flipside it's obvious Frossard's giving it everything he's got and by hanging it out at his home GP the fast Frenchie takes his maiden MX1 grand prix victory. Another moto win in Spain keeps him in the title hunt although I can't see him getting the better of either Desalle or Cairolì in an out and out race to the title.

>>

Tommy's top in France





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Jeffrey Herlings briefly leads the world before Ken Roczen moves back to the front



Elliott Banks-Browne nails ninth first time out in France



Zach Osborne and Roczen go bar-to-bar

It's not a particularly stellar year for Brits in MX1 with LS Motors' Shaun Simpson being our only consistent contender. Currently sitting in 15th in the standings, Woody's run of 13-12, 12-12, 16-DNF (Shaun's first no score of the series) results are way below par but at the same time not all that bad when you look at the riders around him in the series standings – Shaun's currently sandwiched between fellow MX2 moto winners Anthony Boissiere and Davide Guarneri.

For Jason Dougan, Alfie Smith and Martin Barr it's literally a pointless month – Dougan's a no-show at all three GPs as his injuries continue to take their toll, Smith continues to run just outside the points while Barr's second wildcard ride of the year in France nets nul point n'all. Sacre bleu! At the same rave Nez Parker makes

his GP debut on the Proppa.com KTM and acquits himself well to run 28-27.

The MX2 class sees three different GP winners this month and the red plate change hands – albeit briefly. It also sees two of the title contenders rack up a DNF too – not that it actually changes much in the grand scheme of things. Heading into France Ken Roczen sits on a 14-point lead ahead of team-mate Jeffrey Herlings who has a 21-point lead over Tommy Searle in third – Tommy's basically 35 points off the leader. Three rounds on and the gap from Tommy in third to Kenny in first is 33 although the Dutchman's now only six behind the pace setter and that's after being six ahead!

It all looks like it's business as usual in France as Kenny dominates moto one to finish a fair distance ahead of Tommy in second. But a first

lap fall for Roczen in the second encounter and a subsequent 11th place finish allows Tommy to take the GP win with a 2-1 ahead of Zach Osborne's 3-3 and Gautier Paulin's 2-4.

All Tommy's hard work to close that points gap is undone at the very next round in Portugal though as he gets caught in the trackside green netting tightly enough to ensure he racks up his first DNF of the year in the day's opening moto. Meanwhile, Roczen edges Herlings out for the win as Osborne claims third. Moto two sees a reversal of fortunes as Tommy wins while Kenny crashes out to score no points. Herlings takes the overall win and the series lead with a pair of seconds and he's joined on the podium by Osborne and Paulin who trade thirds and fifths.

Although still sore from his Portuguese get off Roczen dominates in Spain but







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# SERIES STANDINGS

## MX1

1	Clement Desalle	Rockstar Energy Suzuki	285
2	Antonio Cairoli	Red Bull KTM	284
3	Steven Frossard	Yamaha Monster Energy	250
4	Max Nagl	Red Bull KTM	225
5	Evgeny Bobryshev	Honda World Motocross	204
6	David Philippaerts	Yamaha Monster Energy	199
7	Rui Goncalves	Honda World Motocross	192
8	Jon Barragan	Kawasaki Racing Team	164
9	Xavier Boog	Kawasaki Racing Team	161
10	Steve Ramon	Rockstar Energy Suzuki	149
15	Shaun Simpson	LS Motors Honda	89
19	Jason Dougan	Bike It Cosworth Wild Wolf Yamaha	26
28	Martin Barr	Proppa.com KTM	8

## MX2

1	Ken Roczen	Red Bull Teka KTM	301
2	Jeffrey Herlings	Red Bull Teka KTM	295
3	Tommy Searle	Monster Energy CLS Kawasaki	268
4	Gautier Paulin	Yamaha Monster Energy	234
5	Zach Osborne	Bike It Cosworth Wild Wolf Yamaha	213
6	Arnaud Tonus	Bike It Cosworth Wild Wolf Yamaha	197
7	Max Anstie	Monster Energy CLS Kawasaki	167
8	Joel Roelants	JM Racing KTM	166
9	Harri Kullas	Monster Yamaha Gariboldi	164
10	Nico Aubin	HDI KTM	151
18	Jake Nicholls	HM Plant Red Bull KTM UK	53
25	Elliott Banks-Browne	DB Racing Honda	17



Gautier Paulin moves past Osborne for fourth in the MX2 standings



Tommy's still in touch with the top two despite a costly DNF

Rui Goncalves yanks the holey on home turf



Tommy gets close to upsetting the apple cart in moto one when he catches Roczen off guard with two laps to go. Lappers stop Tommy from getting close enough to make a pass though and Kenny takes his eighth moto win of the year. That eighth becomes ninth two hours later as Roczen does the double while Tommy trails home second once more. With the overall in the bag the KTM star regains the red plate as his score of 50 points for the day allows him to rocket past Herlings who runs 3-4.

While the top three in the standings stay the same as they started the month, Paulin leapfrogs Osborne for fourth courtesy of Zach's race one DNF in La Baneza. The American star now sits fifth in the series standings ahead of Bike It Cosworth Wild Wolf Yamaha team-mate Arnaud Tonus and Max Anstie who's seventh.

For Anstie a double DNS in Spain after a heavy crash in qualifying costs him dearly and despite having run 17-6 in France and 4-7 in Portugal he's now lost contact with the leading six to slip back into the clutches of Joel Roelants and Harri Kullas. Still, currently ranked seventh in his rookie year is pretty good going.

France sees the comeback of The Reverend Jake Nicholls who scores strongly in all three GPs although he's yet to break into the top 10 – 11-13, 13-11 and 14-11 are his lot so far. Another Brit popping up on the radar in France is DB Racing's Elliott Banks-Browne who scores a cracking ninth in the opening gambit in a one-off wildcard ride. A 16th in moto two isn't quite so stellar but it's still great to see British riders scoring good points in GP action. Go get 'em boys!



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# SHOO-INS?

**WITH FIVE DOWN AND THREE TO GO IT'S LOOKING INCREASINGLY LIKELY THAT JUHA SALMINEN, ANTOINE MEO AND MIKA AHOLA ARE GOING TO BE THIS YEAR'S ENDURO WORLD CHAMPS...**

Words and photos Jonty Edmunds

**O**ne is the greatest enduro rider of all time. Another is the reigning Enduro 1 world champion looking for more title success. And last but by no means least is a rider headed towards a fifth consecutive EWC title. Juha Salminen, Antoine Meo and Mika Ahola might have three more world championship events to contend this season but if they continue to perform the way they are then securing E1, E2 and E3 championship winning success looks a foregone conclusion.

For the ever-cool Salminen an advantage of more than 40 points over team-mate Matti Seistola means there's certainly no reason for taking chances, even if Matti is now matching his countryman for pace. Pushing hard, staying focused and making less mistakes than his rivals, Juha knows all there is to know about winning championships having sat in the title driving seat many, many times before.

"There's still a lot of racing to do," comments Juha, giving the generic 'championship leader' quote. "But, yeah, things are going well for me. I have a good lead and so far everything's gone really well. Matti's raised his game but is still making some mistakes. I'm just going to keep doing the best I can which will hopefully be enough to stay out front in the championship."

Winning three out of four days in Turkey and Greece, Salminen might well be under growing pressure from team-mate Seistola but his wealth of experience is serving him well. Not prepared to push over his limit, Juha's letting others make the mistakes like on day one in Greece where he struggles to find his rhythm yet still ends the day claiming another 25 championship points.

Were it not for the costly day two DNF at round two of the series Seistola would be putting real heat on Salminen now but instead he's a long ways off in the title race. But in terms of out and out speed Matti's the only rider that's got anything for Salminen and in both Turkey – where he beats Juha on day two – and in Greece he's every bit as fast as his Husqvarna team-mate, if not quite as mistake free.

The EWC's two most southerly events aren't great for KTM's Eero Remes. Third on both days in Turkey isn't too bad and second

on day one in Greece is much more like what the pint-sized Finn is capable of. But off the podium on day two is a less than satisfactory end to the two events. Certainly not performing at his best, for the first time this season Eero is well beaten by both Husqvarna riders. Now level on points with Seistola in the title chase, Remes has real work to do in the remaining three rounds to prevent a Husky one-two.

Of all classes it's E2 that delivers the most drama in Turkey and Greece with championship leader Meo extending his lead in significant style. Now close to 50 points clear at the top of the class the pressure's definitely off the flying Frenchman which results in him struggling to deliver his best in Greece.

In Turkey top honours are shared by Meo and KTM's Cristobal Guerrero. Liking the bone dry conditions, Spaniard Guerrero steps up to lead the KTM factory's effort as Johnny Aubert has another disappointing weekend. Finishing off the podium on both days as he struggles with an injured foot and dented confidence, Aubert's season to forget continues.

But it's in Greece where the real drama takes place in the E2 championship where three top riders fail to finish the opening day. Ivan Cervantes is the first to retire with a problem on his Gas Gas. Instantly dropping from the runner-up position in the championship, Ivan falls behind countryman Guerrero who along with class leader Meo finishes the event with no problems.

Next up is Johnny Aubert whose nightmare season takes a painful twist when he crashes heavily and is nailed by his bike. Burning a deep hole in the back of his thigh, Johnny also fractures a vertebra which ends his race and likely his season too. And Husaberg rider Pela Renet fails to finish either day as a mysterious electrical problem sidelines him when headed for the win on day one.

What the multiple DNFs do to the championship – aside from letting Meo move 50 points clear at the top – is end Renet's chances of gunning for the title and ensure that Spaniards Guerrero and Cervantes will now likely battle it out for the remaining podium spots.

>>







Despite an 'off' weekend  
in Greece Mika Ahola  
still commands E3



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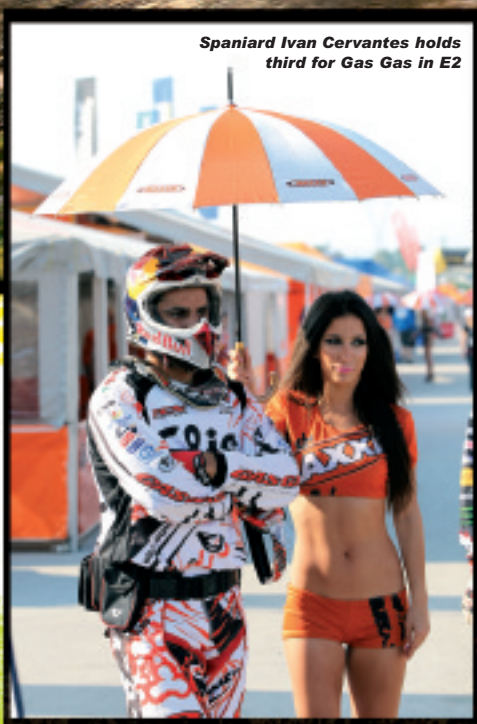


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Spaniard Ivan Cervantes holds third for Gas Gas in E2

"I don't like to gain championship points because my rivals aren't able to finish the race," explains Meo. "I would like to be racing with them but I guess sometimes things work out like this. I wasn't looking forward to the race in Turkey because last year I didn't ride well there. This year it was okay. I'm not riding as well as I can on the first day and only got third in Turkey. Greece was better but still not great. Day two was better and Greece went well. It's nice having a good lead in the championship."

Another rider to benefit from mechanical problems affecting his rivals is Mika Ahola who in Turkey sees Frenchman Christophe Nambotin sidelined on day one. Allowing the title-hungry Finn to extend his championship advantage to 30 points following a double win in Turkey, he produces his worst EWC result for many years in Greece but still finishes third on both days.

But in Turkey Mika's focused on just one thing – winning. While his two-stroke mounted rivals squabble for position behind him he sets a blisteringly fast pace and again looks very much in control of the E3 championship. Yet just one week later a different Ahola seems to turn up in Greece. Not dominating like he can, the long haired Finn just can't make the pieces of the puzzle fit together quick enough and is kept off

the first two steps of the podium.

Nambotin bounces back from his Turkish disappointment in style and ends the Greek event as the fastest outright rider. While others struggle to perform at their best, Christophe shows that he has the speed to beat Mika and does so comprehensively. But as far as the championship's concerned the loss of 25 points is going to be hard to overcome.

Two other riders perform well in Greece – Husaberg's Joakim Ljunggren and KTM's stand-in rider Kurt Caselli. On a roll since the GP of Italy, Ljunggren nets three from four possible podium results which helps him close in on Nambotin in the championship. Loving the dry, rocky conditions, for the first time this year the Swede matches Ahola for pace, giving Joakim a massive confidence boost.

US racer Kurt Caselli's job in Greece is clear – get KTM back on the E3 podium. On day one he places fourth just seconds away from the runner-up spot but on day two the Californian comes good and gets the #2 spot behind Nambotin. Mission accomplished! Set to return for the GP of Romania, Caselli also uses his trip to Europe to think about the possibility of a full-time EWC campaign in 2012.

## SERIES STANDINGS

### E1

1	Juha Salminen	Husqvarna	239
2	Matti Seistola	Husqvarna	198
3	Eero Remes	KTM	198
4	Rodrig Thain	Honda	169
5	Lorenzo Santolano	KTM	145

### E2

1	Antoine Meo	Husqvarna	232
2	Cristobal Guerrero	KTM	183
3	Ivan Cervantes	Gas Gas	178
4	Pela Renet	Husaberg	152
5	Simone Albergoni	Husqvarna	140

### E3

1	Mika Ahola	Honda	234
2	Christophe Nambotin	Gas Gas	201
3	Joakim Ljunggren	Husaberg	187
4	Marko Tarkkala	Husaberg	163
5	Oriol Mena	Husaberg	151

### ENDURO JUNIOR

1	Jeremy Joly	Honda	203
2	Mario Roman	KTM	189
3	Antti Hellsten	KTM	174
4	Jonathan Manzi	KTM	165
5	Benoit Fortunato	Yamaha	159



American Kurt Caselli does the business for KTM in Greece

Too many mistakes cost Matti Seistola





# DESERT STORM!

**THERE'S A BATTLE ROYALE BREWING IN PORTER'S PIT AS THE MAXXIS MOTOCROSS ELITE CONVERGE TO DO BATTLE...**

Words by **Sutty** Photos by **Ray Archer**

**O**vercast and grey best describes the day that British championship motocross returns to Northern Ireland after a two-year break. But despite the crappy weather conditions – that actually help the track hold together at its rugged best – a bumper crowd converges on Porter's Pit to witness the Maxxis elite do battle.

Hoping for a home win from Proppa.com KTM's Martin Barr, the local fans are left disappointed as Brad Anderson dominates the day's proceedings in MX1. Three wins for the 30-year-old North Easterner help the PAR teamster extend his championship lead from 19 points to 32 as Barr places his NME-tuned missile between himself and Brad's closest challenger Kristian Whatley in two out of three motos. With Brad claiming the overall with a 1-1-1 and Barr going 2-2-3 for second it's Whatley who takes the third step of the podium with a 3-3-2. But what of the others?

Buildbase CCM top off a nightmare month that's seen them suffer bike thefts and lost riders with even more bad luck as their remaining challenger for the title Stephen Sword crashes out of moto one and dislocates a shoulder ending his challenge for the crown right there. Amazingly, Swordy's closest rearward challenger Jason Dougan has an equally unproductive day and the pair are still separated by just three points albeit now fourth and fifth after Barty leapfrogs them as well as Tom Church who's a no-show in Desertmartin n'all.

Alex Snow, Nathan Parker and Jamie Law scrap over the first non-podium position all day long with Snowy and the Lanes Kawasaki – possibly motivated by an errant SuttDawg text on Friday – snatching fourth in front of the ever improving northerners Nezbit and J-Law. To be fair, Gert Krestinov is the fourth fastest guy on the track but when all's said and done a first moto crashfest keeps Bert way down the pack and a 17-4-4 scorecard is only good enough for seventh.

Two big surprises in the MX1 class that definitely deserve a mention are the amazing ride MotoWard Yamaha's Sam Simmons puts in to grab 10th overall and more than double his Maxxis score for the season so far and the miraculous comeback of Alex Rach who's not raced motocross seriously for a fair few years but rocks up at D-Town and manages to score points in the first moto. Well in you slaaaag!

On the subject of comebacks, Sunday service resumes for The Reverend Jake Nicholls with an opening moto win in his first Maxxis race since the start o' March. The domestic bliss doesn't last long though as Arnaud Tonus picks up the pace in the day's remaining two motos to take the wins, the overall and the series lead n'all as Bike It Cosworth Wild Wolf Yamaha team-mate Zach Osborne eats sh\*t then breaks down in moto one, eats sh\*t then finishes eighth in moto two before having a rather unremarkable third race to finish almost 10 seconds behind the Swiss whizz kid who'll be wearing the red plate at Foxhill.

Joining overall winner Tonus and runner-up Nicholls – who goes a reverse Dusty-Bin-tastic 1-2-3 for the day – on the podium is DB Racing's Elliott Banks-Browne who runs a consistent 4-4-4 to consolidate his third place in the championship chase ahead of Mel Pocock and Bryan MacKenzie. Both Pocock and MacKenzie have mini-mares on the Emerald Isle as Mel goes 3-5-DNF while Irn Bry picks up a 6-3-8 scorecard after almost being blinded by sand in the opening encounter after taking off his goggles – bad Bry!

A month in the States seems to wake up Scuba Steve Clarke who gets Rob Hooper's Maxxis Suzuki singing long enough to score fifth overall just ahead of MVR-D's curly haired comeback kid Matiss Karro. Sixth overall is quite a stellar result for the Latvian who's been sidelined for six weeks with a spiral fracture of the lower leg.

From here the series moves to the slippery hardpack slopes of Foxhill which traditionally throws up a surprise or two – we'll see you there for round six!

**Ando hunts down home hero Marty Barr**







Arnaud Tonus leaps into a big lead in MX2 after dominating at Desertmartin

## SERIES STANDINGS

### MX1

1	Brad Anderson	PAR Honda	323
2	Kristian Whatley	Samsung Yamaha	291
3	Martin Barr	Proppa.com KTM	247
4	Stephen Sword	Buildbase CCM	197
5	Jason Dougan	Bike It Cosworth Wild Wolf Yamaha	194
6	Gert Krestinov	LPE Kawasaki	188
7	Tom Church	Buildbase CCM	183
8	Alex Snow	Lanes Kawasaki	177
9	Nathan Parker	Proppa.com KTM	168
10	Jamie Law	D3 Racing KTM	150

### MX2

1	Arnaud Tonus	Bike It Cosworth Wild Wolf Yamaha	329
2	Zach Osborne	Bike It Cosworth Wild Wolf Yamaha	298
3	Elliott Banks-Browne	DB Racing Honda	267
4	Mel Pocock	Relentless Suzuki by TAS	214
5	Bryan MacKenzie	LPE Kawasaki	181
6	Ray Rowson	Samsung Yamaha	175
7	Mattis Karro	MVR-D Honda	148
8	Steven Clarke	Hooper Maxxis Suzuki	133
9	Jake Nicholls	HM Plant Red Bull KTM UK	123
10	Alan Keet	Dyer & Butler Suzuki	122



Jake Nicholls celebrates his return to Maxxis action with a win first time out





# PRIZE FIGHTERS!

THE MX HEAVYWEIGHTS COME OUT SWINGING AT SKELDER BANK FOR ROUND THREE OF THE RED BULL PRO NATIONALS...

Words by Sean Lawless Photos by Suttty

**T**here's an old saying in boxing – 'you can't knock an unbeaten record' – and heading into Whitby for round three of the Red Bull Pro Nationals

Brad Anderson (MX1) and Elliott Banks-Browne (MX2) are both sporting a 100 per cent record of four from four.

In the pre-race hype EBB lets slip that he fancies his chances against the four-fiddies around the Skelder Bank track. Well there's another old saying in boxing Elliott – 'a good big 'un will always beat a good little 'un' – and try as he might, the DB Racing Honda pilot just can't get his 250F to the front.

But he's clearly the class act among the MX2 Pro ranks and a fighting third first time out backed up by an equally feisty fifth in the deteriorating conditions of race two mean that Elliott – who's rocking the kinda moustache that wouldn't look out of place on a WW2 Spitfire pilot – banks another maximum 50 points.

"This is a track where we can run with the 450s on a 250," says EBB. "In the first one I made some mistakes and they got away but then I pulled them back. But I was trying too hard to beat them I think and that's why I got armpump.

"I got a good start in the first, then Brad and Martin came past and I stayed with them. But about four laps in I got really tense and I got such bad armpump and had a crash. I was trying to shake it out but I just couldn't relax. It was such a shame because I felt we

could have had a race with the MX1 boys."

Former champ Neville Bradshaw puts in a solid 10-7 for second overall in MX2 with Bryan MacKenzie running 9-10 to move past Stuart Edmonds into third in the championship. Mel Pocock has a quiet day by his standards but still does enough to maintain his comfortable second in the series.

The opening Pro MX1/MX2 moto is the stand-out race of the weekend with it initially looking to be a three-way fight between Ando, Proppa.com KTM's Martin Barr and EBB while Samsung Yamaha's Kristian Whatley and CCM's Stephen Sword battle forward after bad starts.

As EBB pumps up and drops back it looks to be Ando's race but Barr never stops pushing on the 350 KTM and when the leader crashes with a lap to go the Ulsterman's on him. Ando's straight up and manages to wrestle the lead back before he gets the whoops all wrong on the last lap and takes another soil sample that hands last year's MX2 champ the win.

Swordy comes through to fourth at the flag, one place ahead of Whatley who's been on a race-long charge, firing through the pack after ending the first lap in 17th.

After snatching defeat from the jaws of victory, Ando's pretty pissed with himself. "I'm angry. I thought it was mine. Martin was pushing me all the way to the end so I had to push but I'm disappointed with myself. I caught Martin back up and then made a stupid mistake – coming over the whoops it

kicked sideways and I thought I'd saved it but went straight down on the ground."

After moving up a division from MX2 for 2011, it's Marty's first big win of the season. "It was a good race – me and Brad got out front and pulled away. I made a few mistakes and he was just starting to get away and then he made a mistake and went down. But typical Brad style he got up and got by me and just coming into the whoops he slid out and went down again. It's not the way I would have wanted to win but I'll take it."

Brad knows he needs to win the second race if he's going to keep his run of overall wins going and the North Easterner's in no mood to hang around, resisting pressure from first Barr and then Whatley to cross the line almost five seconds ahead. His 1-3 results earn Barr second on the podium ahead of the 5-2 of Whatley and Swordy who runs 4-4.

As usual the men of the Fuchs-Silkolene 2-Stroke British Championship provide plenty of throttle-twisting, high-revvin' support. The Open class pilots go first and Matt Moffat's looking good for a maximum three from three before Stuey Edmonds spoils the party with a win in the final moto.

The 125s lay on some awesome racing with Jon Pettitt winning with a 2-1-1 card from Jim Davies' 1-3-2 and Danny Tallet's 3-5-5.

## OLD HAND PETTITT'S STILL ON IT...

As the final 125cc moto of the day kicks off Suttty remarks to no-one in particular "that's what GPs used to sound like" so it's pretty fitting that the guy leading the field – winging the b\*locks off a 125cc Yamaha – is former British and world championship rider Jon Pettitt.

The 37-year-old was a regular top 10 British championship runner back in the day and has got a career-best GP result of seventh overall from Germany in 1998.

"I'm a bit tired and I've lost my voice from shouting in that last one but I enjoyed it," grins the Oxfordshire rider. "I'm only a part time racer now – this is all I'm doing. I'm just enjoying riding Dave Willet's bikes and he's helped me a lot with the engine – we've been trying lots of things. But basically it's all about having fun. Especially with the little 125s – they've always been my favourite. I'm not getting any younger but I can't get it out of my system!"



Jon Pettitt screams the little Yam to victory







## SERIES STANDINGS

### RED BULL PRO NATIONALS

#### MX1

1	Brad Anderson	147
2	Martin Barr	113
3	Stephen Sword	112
4	Kristian Whatley	103
5	Gert Krestinov	86
6	Shaun Simpson	84
7	Nathan Parker	79
8	Jamie Law	73
9	Gordon Crookard	69
10	Alex Snow	47

#### MX2

1	Elliott Banks-Browne	150
2	Mel Pocock	126
3	Bryan MacKenzie	93
4	Stuart Edmonds	92
5	Neville Bradshaw	70
6	Ray Rowson	66
7	Scott Elderfield	64
8	Steven Clarke	61
9	Matt Moffat	60
10	John Phillips	54

### FUCHS SILKOLENE 2S

#### 125cc EXPERT

1	Jon Pettitt	208
2	Luke Remmer	165
3	Jim Davies	165
4	Ben Howell	150
5	Nathan Rooks	150

#### OPEN EXPERT

1	Matt Moffat	214
2	Stuart Edmonds	193
3	Carlton Husband	154
4	Jim Davies	142
5	Matt Burrows	135

#### 125cc JUNIOR

1	Jamie Houghton	200
2	Thomas Kirk	172
3	Jake Fry	147
4	Terry Lloyd	145
5	Callum Sloman	141

#### OPEN JUNIOR

1	Jason Martin	188
2	Christian Lyth	136
3	Simon Booth	132
4	Tim Burrows	108
5	Josh Williams	100

Martin Barr grabs the first race win



Series leader Brad Anderson maintains his 100 per cent overall win record but drops a race for the first time this season



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**HALF TERM REPORT!**

RAGE'S WHO'S WHO OF YOUTH MX

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Senior Andrew Rhodes



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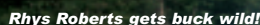


Jordan Saunders gets off to a flier






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**W**est Midlands based Warley Wasps – formed circa 1958 as Warley Eagles – are one of the original youth MX clubs which hooked up with the BSMA way back in the swinging sixties at the very start of schoolie racing.

They have pages and pages of glorious golden days recorded in their history books – together with some truly illustrious names from the past carved into their famous old championship silverware. It's fair to say however that they've had to negotiate some testing times in recent years.

Competing on a 100cc machine, Andy Manley started his racing days with Wasps back in 1980 – and he feels privileged this year to further extend his 31-year association as the proud new 2011 Chairman. Over the course of his long career Andy was something of a firebrand racer

to be reckoned with, particularly in the AMCA and European IMBA events. And it's that kind of steely determination that he and his fellow committee members hope to utilise in their efforts to push the club even further forward, carrying on the good work of the previous committee.

At the moment with more than a few fresh ideas in the melting pot the situation is looking positive – there's a new all-singing, all-dancing website going live later this year and with rider numbers increasing it's hoped that all meetings will eventually be run on a non-compulsory marshalling basis. During the winter months Wasps got together with the Cotswold and Coventry clubs to host a very successful three counties winter series and they will be doing the same again this coming winter.

Wasps have also acquired exciting new

circuits with one of them at Woodside Fisheries, the venue for this month's Club Sandwich photos. Set in gorgeous Shropshire countryside and very close to picturesque Cleobury Mortimer, one wag commented 'fishing on Saturday with racing on Sunday, what a perfect weekend'.

I was informed before I attended that the new track was a bit of a crowd-pleaser and it fully lived up to the billing on a gloriously hot and sunny day as to a man the paddock gave it the big thumbs up. The mix of adults and youths at Woodside for round seven of this year's 10-round championship also included a few twinshock racers taking the total up to 90 on the day.

Round eight will take place at Bicton near Shrewsbury on **July 17** and that is also another new track (check website for full details).





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**BYMX big-hitters  
blast off at Duns**



**Ben Watson is a class  
act both at home and  
in Holland**



**Somerset Small Wheel  
supremo Conrad Mewse**

**Below left: Jed Etchells  
Below right: Rich-Mike Jones and pupils  
Liam Knight and Adam Sterry**

# HALF TERM REPORT!

WE CHECK OUT THE MAIN SCHOOLIE MOVERS AND SHAKERS SO FAR...

**W**ith all the various youth championships just about half-cooked but still very much on the boil it's a good time to reflect on the top talent – that's the very cream of the crop – asking what do we know right now that we didn't know back in early March?

Well for starters we know that the mega tasty 65cc fight between Scottish flier Alexander Brown, Manxman Jed Etchells, Twisted 7's Harry Kimber and Ireland's Callum Meara has been a right good watch at the pointy end of relatively small BYMX line-ups.

In the counterpart Red Bull Elite Youth Cup series Meara isn't on the start grid but if you chuck in this year's cracking Cobra Kid Dylan Woodcock amid fully-pumped and rammed startlines that makes the EYC 65cc title the hardest to win. The fullness of the startline is making the crucial difference and if the fantastic four run on the money all the way to the season's finale the MCF winner this year can with some justification claim to be the very best in the land.

Browny on the MotoOne KTM currently has the edge – he's 21 points clear of Jedalicious Etchells with Kimber bang on the pace in third.

In a very much rejuvenated Golden Tyre-sponsored BSMA competition they have also enjoyed virtually full if not quite so competitive line-ups where Kimber has totally dominated the opening three rounds.

At the start of the term the BYMX SW head-to-head between Conrad Mewse and ACU academy runner Sid Evans stacked up as one of the must-see confrontations of the year. To be honest it hasn't really lived up to the hype but that has little to do with Super Sid's failings or indeed any of the other title pretenders, namely Jay Hague and Jordan Eccles. Nope, this one is

all about the very special magic of Conrad Mewse. With four rounds down the Somerset smasher is now well into his supercharged stride with 13 heat wins on the spin and second-placed Hague has a monumental task on his hands if he is to hit ACU gold.

With reigning Red Bull SW champ Mewse opting to cross swords with the Biggies in MCF trim the EYC SW division has a much tighter top end where Hague currently sits proudest, just one point ahead of Evans with Eccles still very much in touch in third.

Talking of the Eccles family and moving on to BWs, cousin Michael along with Ben Watson have both been ripping it up all over Europe this term. The results have been nothing short of sensational and both guys will be looking forwards with absolutely no fear to the worlds in Italy in August and the conclusion of the Dutch ONK series.

The national series in Holland at 85cc level has for some time been regarded as tougher to win than our own domestic championships – and currently what a finish is in prospect! Just take a little shifty at the standings with two rounds to go (taking note that Watson had to sit out one round because of an EYC date clash) – 1 Mickey Eccles 165, 2 Davy Pootjes 165, 3 Freek Van Der Vlist 164, 4 Ben Watson 161 – now that really is what you call a tight championship chase. In complete contrast Watson has a massive lead in the Red Bull competition – 162 points clear already.

With Watson only riding in the BYMX as a wildcard entrant on selected dates Liam Knight has grabbed his chance in quite brilliant fashion and he's currently looking good to go for the ACU crown with Brad Todd moving into second following his super exploits at Dean Moor.

Having said all of that there has been a

shedload of bad luck around for the chasers – just ask Fraser Viner (RBPN) plus Tom Neal and Rob Davidson (BYMX) how cruel racing fortunes can be just when you thought you were in championship contention.

In the varied Youth Open divisions the talent has spread itself far and wide but Nathan Watson leads the way in the BYMX shindig followed by his best mate Jamie McCanney. And following his storming win at Dean Moor, 14-year-old Adam Sterry has impressively moved up into third.

James Dunn is now sporting the green of Lanes Kawasaki and he tops the EYC chart by a single digit from second-placed Watson with McCanney a further 36 points adrift. The ACU MXY2 series with four of the five rounds in the can has Ryan Houghton in control chased by that man Sterry again following another titanic victory for the RMJ Academy star – this time at Desertmartin.

Dan Thornhill, now back with Suzuki, is the leader of the Wulfsport pack with Tommy Alba, Jay Thomas and South African Damon Strydom entertaining quite nicely over in BSMA land. A real selection of talent and top names – but just who is the very best?

The best could well have been 17-year-old Bradley Pocock but following his horror crash at MXY2 Lyng he's now sidelined again with another big decision to make about his future in the sport.

Traditionally the number one rider is the winner of the number one series but do we have a number one series this year? I don't think we do actually so it's a points totting up exercise of a different kind that has Dunn, Houghton, Watson and quite sensationally young Sterry all neck and neck with the final stretch coming into view.





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## FACTFILE

### DYLAN WOODCOCK

**Age:** 11

**Hometown:** Hadleigh

**Rider number:** 60

**Bike:** Cobra

**Class:** 65

**Years racing:** Four

**Favourite track:** Whitby

**MX hero:** Ricky Carmichael

**Likes:** BMX and big jumps

**Dislikes:** Rain

**Hobbies:** BMX, jetskiing, skiing

## ON THE UP!

### JUNIOR CONTENDER DYLAN JUST GETS BETTER AND BETTER

**T**he 65cc Junior division has been one of the most exciting of the Red Bull Elite Youth Cup classes. With four different race winners in the series and three different overall winners from the first three rounds, the class is certainly wide open and any one of four could be in with a chance of taking the title.

Back in the March edition of *Rage* we looked at Harry Kimber as one of the favourites to take the title and he hasn't disappointed as he stormed to take the overall win at round two in Landrake. Another tip for the top is Dylan Woodcock who has easily become the commentator's favourite and a rider who is getting stronger and stronger at each round.

Dylan suffered a broken collarbone not long before the first round at FatCat but gritted it out, such is the determination of this young man to win the title. And he was rewarded with a solid 11th place to bag some valuable points. Back to full fitness for round two he took second overall and for round three at Whitby went one better and took first place on one of the most technical tracks of the season.

Dylan has a naturally smooth style which oozes coolness. Ever the professional, at the races he conducts himself like a pro in front of the camera. He's always willing to do an interview in front of the thousands of spectators and always has something good to say.

SPOTLIGHT ON...

# LOUIE KESSELL

**DOB:** 20-2-04 **HOMETOWN:** REDRUTH CORNWALL

**SPONSORS:** KES COMMERCIALS/GO MX

**B**ack at the end of last season the BSMA announced that they would be running a dedicated Auto series in the 2011 GT Cup programme. Consequently, *Rage* took a straw poll of opinion around a well-stocked one-levered paddock, gaining some insight as to who the main championship contenders might be.

The names of experienced James Hyett, James Rowe and Jack Scally cropped up as did those of Toby Potter, Lewis Pyne, Robbie Scott and Sam Davis. One name that wasn't mentioned however was that of seven-year-old Cornish lad Louie Kessell – not too surprising really seeing as he didn't start racing until February last year.

At the Wilden Lane championship opener little Louie got off to a real flyer, carding a brace of second place finishes – ultimately standing on the podium as the proud weekend runner-up behind winner James Hyett. At the next Wildtracks round LK carded three third place results with a brace of mid-pack finishes – good enough for fifth overall and third place in the championship stakes.

Our paths next crossed at a Corsham club meeting where Louie promptly ran away with the opening heat but the meeting had to be cut short with billowing dust causing a real problem.

The next opportunity to cast a watchful eye over the young tearaway came at Wroxton for the third BSMA round. With the first race win in the bag followed by a second and a fifth place that meant second overall going into day two, Louie was now proving beyond any doubt that he was a championship force to be fully reckoned with in the scrap for the places behind series leader Hyett.

Day two in Oxfordshire began full of promise but within half-a-lap of the practice session starting disaster struck when Louie high-sided from an awkward rut and broke his arm. Two championship races were dropped but thankfully with a bit of laser treatment the sling came off with just two days to spare and Louie was back on the startline for the national round at Stratford.

All things considered Team Kessell weren't expecting too much from Louie's return but they left fully pumped following a fighting weekend

effort highlighted by one third place finish as they totalled with fifth overall and also fifth in the series. Well done fella!

I caught up with little Louie the Lionheart plus mum Samantha and dad Larry...

**Rage:** "Hi Louie, you're possibly the youngest competitor *Rage* has ever interviewed – can you explain what attracted you to the sport and when did you start racing seriously?"

**LK:** "I first got interested by watching my dad and my brother at the races, then started racing in February 2010 and I actually won my first ever race too. At the Stoke On Trent Auto GP last year I finished in 10th position and I ended up third in the Cornish championship – also I won the 2010 South West championship."

**Rage:** Apart from the slip up at Wroxton results have gone really well so far – have you been surprised at how good your form has been and what are your thoughts on the championship situation and national racing?

**LK:** "I thought when the season began that I had a fair chance to do well but with the really good start third place or better in the series looked possible – but now I think after Wroxton fourth or better will be good. I have found the tracks a lot harder than at club racing because they are a lot rougher and more rutty – but I like riding ruts now."

**Rage:** Considering you're already on the fast pace in the Autos do you have a plan for next year's competitions – will you stay on Autos or maybe think about going into 65cc racing?

**LK:** "I'm not big enough yet for a 65 and my plan for 2012 is to stay in the Autos. I want to try and win the GT Cup and as many other nationals as I can."

**Rage:** Finally, can you tell *Rage* something about your family members and does dad or anyone in the family come from a motorcycle background?

**LK:** "Leo is my older brother – he's in the 65s. Mum always comes to the racing and dad used to race schoolboys then ACU motocross in the Expert class doing the South West and the Cornish championship and he also did the 125cc British championship."

Louie (#1) is proving to be a big talent in just his second season



## GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at [mikegurney55@yahoo.co.uk](mailto:mikegurney55@yahoo.co.uk)







# BUSHWHACKED!

**BILLY HEADS INLAND FOR ROUND SIX OF THE AUSSIE NATS WHERE HE HAS A DAY OF MIXED RESULTS AT COONABARABRAN...**

Words by Billy MacKenzie Photo by Matty Muir

I'm counting down the days until I come home now! I'm still having an amazing time here in Oz but there's something about the British GP that gives me that little tingle inside! I love the build up, the hype and then eventually the bit when the gate drops!

The most recent happening on the opposite side of the globe has been the latest round of the Aussie Nats at a track called Coonabarabran. Round six of 10 and I'm 13 points behind my team-mate at this point. It was a frustrating day and I had some mixed results – let me give you the breakdown...

The track is eight hours inland from the East Coast and the further inland you go the more eerie the towns get! Really tiny towns dotted along the winding roads the further you trek into the bush. I can imagine the people would be a little strange being so far out of mainstream living but I bet they live such a peaceful life. The sunsets and the stars when you're that far out from the glow of major cities is pretty mesmerising and I take all of these small but beautiful memories as part of my whole Australian adventure. For some people trekking out that far of civilisation is a pain in the ass but I enjoy every mile! I've seen some pretty big kangaroos and snakes since I've been here – all very exciting at first but now they are just part of the norm. Actually, I do get excited about snakes still – they are cool!

So I arrive in Coonabarabran on the Friday night because I wanted to chill and do the track walk business on Saturday. The track is private and carved into a lovely loamy sandy setting. There's a big long hill in the middle which is one of the main features in the track – kinda similar to the Bellpuig steps up the hill but faster and longer with some cool jumps at the top. The rest of the track reminded me of a big mix of all my favourite tracks – Isle of Wight, Desertmartin, Bellpuig and some Valkenswaard sand whoops. I was so excited about racing that I even had to make a pit stop at the portaloos halfway through my track walk! I used to do that all the time when I was younger, sometimes running the last part just to get back to the van in time! Ha ha!

The race rolls around next day and the track is prime – it's over a three-minute lap time and I ended up second in qualifying. It took a while to learn the track but I felt semi-comfortable and was enjoying it. The gate dropped in race one, I had a top five start and made my way into the lead by the second lap and never looked back. I was super-excited and went wide open like usual in the fuzzy haze of an adrenalin rush. I pushed so hard and opened up a big gap. I saw the gap growing and wanted it to grow more! The bike was working great and I was charging round looking for every possible advantage. I backed it off the last couple of laps and brought her home for a good solid win. I felt the burn in my lungs and was hungry for more!

The second race I missed the jump on the gate and went into the fast first turn mid-pack. They hadn't graded the first corner since race one and the big dust berm caught Josh out going in. I was a bit blind in the dust and ended up crashing into Josh. So we both had a bit of work to do from the back in the short race. I couldn't really find my groove riding mid-pack, I noticed my bike had a few suspension issues and I just struggled to make up time. I ended up coming home in ninth which was just appalling! It's possible I went a bit too hard in the first race along with some suspension issues but we figured it all out back at the truck and made some important changes ready for race three.

At the start of race three I was drag-racing for the holeshot and as I entered the first turn I must have stamped on the brake too hard and stalled the engine! I was in top gear so trying to bump it in fifth, fourth, third and then second didn't work and I ended up last again as I put it in neutral and kicked it over. I had far more wits about me in this race and I carved through the pack far easier than race two. The bike was working perfectly and I was making some really good passes and really got in the groove. I charged from last up to fifth only a few bike lengths behind my team-mate at the end. I didn't even feel tired, I was just ready to go for the last race now. I was a bit angry that I'd messed up two races in a row so the last race I tried to stay safe in the first corner and take it from there.

With not much time between motos race four was ready to go almost straight away. I felt fresh and confident after the last race, made a top three start and found myself in the lead by the second lap. After that it was kinda similar to race one. I found my groove, the bike was working perfect and I enjoyed every inch of the track until the last lap, taking the win and setting lap times two seconds quicker than the next guy. All these things are good confidence building for me because I know I'm gonna have to be on my game when I come home. It's reassuring that my speed is there and I feel my fitness is close to the best it's been. I feel a lot smarter and mature in my riding and programme since coming to Oz so I just hope I can come home and race how I know I can and hopefully that will be good enough for a decent result.

Apart from that it's been a pretty boring month – just in a routine at the moment of gym, running, riding, eating and sleeping. The weather is improving as we're heading out of a not-so-cold winter and I just got news that my wee bro is headed out to see me come October so it will be cool to go relive all the tourist things I did when I first came over. I've still yet to visit the Great Barrier Reef so that will be on the cards. I think Big Bill may even make an appearance too!

See ya all soon...

*BD 12/11*



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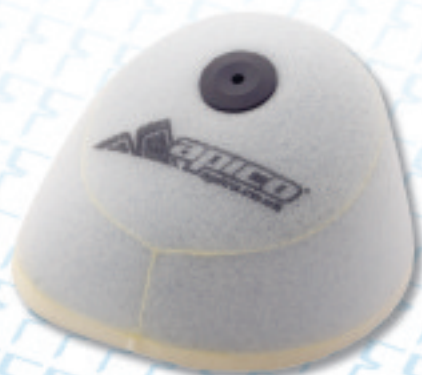


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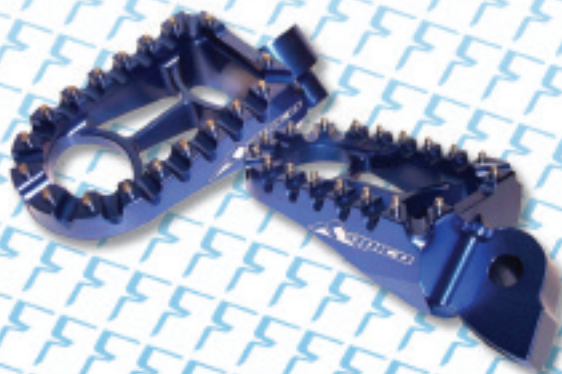
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